MARINE TRANSPORTATION SYSTEM RECOVERY PLAN (MTSRP)

FOR

USCG SECTOR SOUTHESTERN NEW ENGLAND

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REFERENCES

(a) Ports and Waterways Safety Act of 1972

(b) Federal Water Pollution Control Act (FWPCA) of 1972.

(c) Maritime Transportation Security Act of 2002 (MTSA)

(d) Robert T. Stafford Disaster Relief Act (42 U.S.C. §5121 et. seq. as amended)

(e) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)

(f) An Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation, September 1999

(g) Strategy to Enhance International Supply Chain Security, Department of Homeland Security, July 2007

(h) Transportation Systems Sector-Specific Plan, Annex B: Maritime (2010)

(i) Presidential Policy Directive 21 (PPD-21): Critical Infrastructure Security and Resilience

(j) National Response Framework (NRF), Critical Infrastructure and Key Resources (CI/KR) Annex, 2011

(k) National Disaster Recovery Framework, September 2011

(l) National Strategy for Maritime Security: Maritime Infrastructure Recovery Plan (MIRP), April 2006

(m) National Infrastructure Protection Plan (NIPP), 2009

(n) National Maritime Transportation Security Plan (NMTSP), 2008

(o) National Incident Management System

(p) CBP/USCG Joint Protocols for the Expeditious Recovery of Trade

(q) Area Contingency Plan

(r) USCG Navigation and Vessel Inspection Circular (NVIC) 09-02, (series) (Guidelines for Development of Area Maritime Security Committees and Area Maritime Security Plans Required for U.S. Ports)

(s) Operational Risk Management, COMDTINST 3500.3 (series)

(t) Recovery of the Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28 (series)

(u) USCG Incident Management Handbook, COMDTPUB P3120.17 (series)

(v) USCG Marine Transportation System Unit Leader [MTSL] Job Aid

(w) Common Assessment and Reporting Tool User's Manual

(x) Policy on Use of Common Assessment and Reporting Tool, CG-FAC Policy Letter

(y) Contingency Preparedness Planning Manual, Volume 3: Exercises, COMDTINST 3010.13 (series)

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SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for Sector Southeastern New England supports recovery and restoration of the MTS. Responsibilities extend to incident and non-incident areas, requiring engagement with a broad spectrum of port stakeholders. The MTSRP may be referenced in other contingency plans (Area Maritime Security Plan (AMSP), Area Contingency Plan, Mass Rescue Plan, Severe Weather Plan, etc.) that have recovery elements.

A. PURPOSE: The MTSRP provides procedures to facilitate a safe, efficient, and timely restoration of the MTS to pre-disruption condition. Potential cascading affects extending beyond a local MTS disruption are addressed. Regional or National impacts may be felt when a major port is interrupted or closed with restrictions. Establishing an effective and efficient MTS Recovery framework to facilitate short-term recovery of the MTS, and support restorative efforts beyond the initial response/recovery phase is vital to local, regional, and national economic and security interests. The MTSRP will be activated when the following categories of MTS disruptions occur:

1. **Infrastructure Impact** – A significant incident causing damage to a component or components of the MTS infrastructure that will likely require repair, alternative strategies, and/or vessel traffic control actions by the Captain of the Port (COTP) prior to resumption of MTS operations. Examples include:

    a. Hurricane/Tropical Storm/Heavy Weather
    b. Heavy Domestic Ice Season
    c. Flood
    d. Earthquake/Tsunami
    e. Heavy Ice Conditions
    f. Major Infrastructure Casualty to Bridges, Roads, or Public Infrastructure
    g. Cyber Attack with Infrastructure Damage
    h. Terrorist attack

2. **Constrained Operational Capacity** – An event without infrastructure damage that interrupts the normal port rhythm, including cargo operations, vessel movement, and physical security capabilities. Examples include:

    a. Maritime Security (MARSEC) Level Increase
    b. Cyber Attack without infrastructure damage
    c. Labor Shortage-Disruption Event
    d. Security or Casualty-related incident in an impacted port area causing enhanced cargo movement in other non-impacted ports within the Region

3. **Constrained by Response Operations** – An incident with response operations whose mitigation activities may disrupt the normal MTS operations beyond ***pre-determined***

steady state thresholds as identified in Section 2 of the MTSRP. Examples include response to:

a. Oil Discharge/Hazardous Substance Release
b. Mass Rescue Operations
c. Marine Casualty that may or may not involve infrastructure damage. MTS Recovery will be a consideration in the primary response.

B. SCOPE: The MTSRP will be implemented during the **short-term recovery phase** of an incident to stabilize the MTS and support transition to long-term recovery in accordance with the National Disaster Recovery Framework.

1. **Framework** – The MTS Recovery incident management structure is a scalable and cooperative process for restoring MTS functionality within the incident area, to include resumption of trade outside of incident areas. The incident management structure must address three key operational planning factors when implementing the MTS Recovery function:

   a. System stabilization;
   b. Short-term recovery; and
   c. Transition from short-term recovery to long-term recovery.

2. **National Incident Management System (NIMS) Incident Command System (ICS)** – The MTSRP supports the National Response Framework (NRF) through use of the NIMS ICS planning process. This process is used in several other response plans (i.e., Area Contingency Plans, AMSPs, Mass Rescue Plans, Salvage Response Plan, etc.).

3. **Critical Success Factors** – The processes outlined in the MTSRP address five critical success factors for efficient and effective MTS Recovery preparedness and response activities, which include:

   a. Inventory and identify MTS capabilities and constraints;
   b. Communication of capabilities and constraints with stakeholders;
   c. Collaboration on mitigation plans between public and private stakeholders;
   d. Alignment of resources; and
   e. Unity of effort to mitigate constraints and maximize use or return to service of available capabilities.

C. OVERARCHING GOALS AND OBJECTIVES:

1. **Overarching Goals** – The goal for the MTSRP is to ensure preparedness and unity of effort between the Coast Guard and port stakeholders to safely, effectively, and efficiently recover from a MTS disruption.

2. **Objectives** – The objectives for MTS Recovery include but are not limited to:

a. Establish a Marine Transportation System Recovery Unit (MTSRU) within the Planning Section of the Incident Command System (ICS) structure. Refer to Section 2.D.1 and 2.F. of this plan for MTSRU Staffing/Training. Or where the IC determines is the most efficient placement of the MTSRU for flow of information for the decision making process.

b. Identify resources, stakeholders, potential incident impacts, and courses of action for the recovery of the MTS, including additional support to the impacted area.

c. Prioritize MTS Recovery operations by identifying critical infrastructure, and waterways prior to an event.

d. Identify and prioritize cargo streams, maritime Critical Infrastructure/Key Resources (CI/KR), and methods to aid in their recovery. A prioritized list of infrastructure, cargo, and vessels can be found in Section 3.B.3.b.

e. Review and maintain the Essential Elements of Information (EEI) to support recovery planning and operations.

f. Track and report the status of MTS infrastructure recovery through the use of Common Assessment and Reporting Tool (CART) and EEIs.

D. ORGANIZATION: As the lead federal agency within the maritime domain, Coast Guard COTPs will work with governmental agencies, advisory committees, port partners, and stakeholders to coordinate recovery of the MTS. Incident communications, coordination, requests for support, infrastructure liaison and similar requirements will be guided by the NRF.

1. **Area of Responsibility** COPT Zone Southeastern New England (Figure1): corresponds with the limits as quoted below from the Code of Federal Regulations, Title 33 Part 3.05-20. The boundaries of Sector Southeastern New England's Marine Inspection Zone and Captain of the Port Zone start on the Massachusetts coast at Manomet Point at latitude 41°55′00″ N, longitude 70°33′00″ W; thence northeast to latitude 42°08′00″ N, longitude 70°15′00″ W; thence east to the outermost extent of the EEZ at latitude 42°08′00″ N, longitude 67°08′17″ W; thence south along the outermost extent of the EEZ to latitude 38°24′45″ N, longitude 67°41′26″ W; thence northwest to a point near Watch Hill Light, RI, at latitude 41°18′14″ N, longitude 71°51′30″ W; thence northeast to Westerly, RI, at latitude 41°21′00″ N, longitude 71°48′30″ W; thence north to latitude 41°25′00″ N, longitude 71°48′00″ W; thence north along the Connecticut-Rhode Island boundary, including the waters of Beach Pond, to the Massachusetts boundary; thence east along the Massachusetts-Rhode Island boundary to the northeastern most corner of Rhode Island; thence northeast to latitude 42°04′00″ N, longitude 71°06′00″ W; thence southeast to the point of origin.

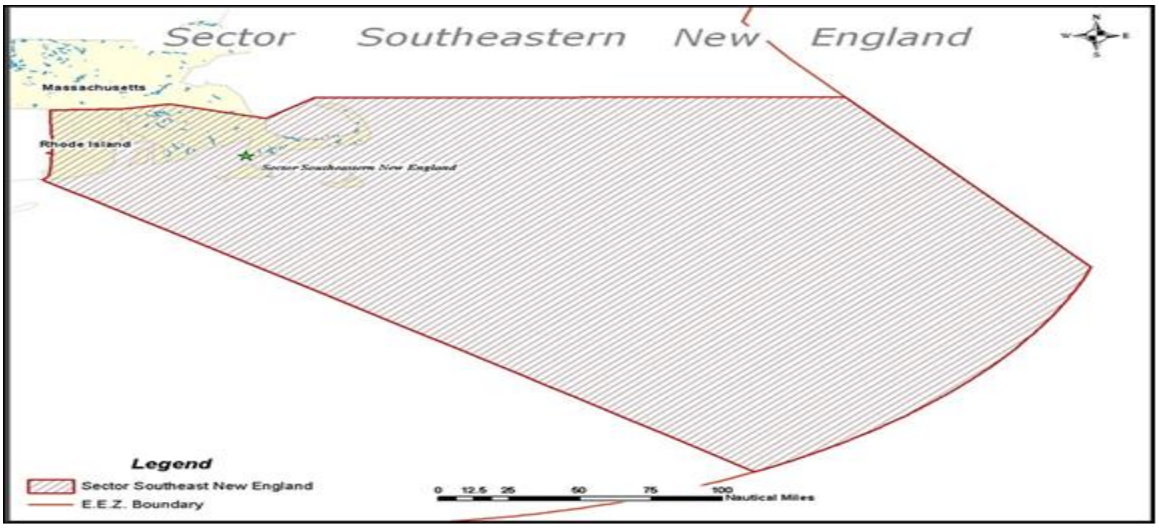


Figure 1 COPT Zone Southeastern New England

COTP Zone Overview – There are six critical ports within the COTP Zone that this plan addresses, These Ports are:

- Port of Point Judith, RI
- Port of Quonset/Davisville, RI
- Port of Providence, RI
- Port of Fall River, MA
- Port of New Bedford, MA
- Port of Cape Cod & the Islands, MA

The port area descriptions below provide a general overview of cargo types, priorities, and vessels that rely on a functional marine transportation system.

Port of Point Judith: Primarily serving the northeast fishing industry and one of the largest ground fishing fleets in New England the port is also home to the lifeline ferry service for Block Island. 100% of all critical cargo deliveries to Block Island originate from Point Judith.

Port of Quonset/Davisville: Maritime operations consist of two large shipyards, a RORO facility and a seasonal ferry facility servicing Martha's Vineyard. Quonset Business Park is one of the largest business parks in New England. Managed by the Quonset Development Corporation, it is home to almost 200 companies, employing more than 11,000 people in full-and part-time jobs across a variety of industries. The Port of Davisville at Quonset is one of the top ten auto importers in North America.

Port of Newport: The Port of Newport RI is known as a New England summer resort and is famous for its historic and rich sailing history and year round tourist events and attractions. It is also the home of the United States Naval War College, the Naval Undersea Warfare Center, and an important Navy training center. During the early spring and mid to late fall several high capacity cruise ships make a port call on the city for the

day. Maritime operations consist of one small shipyard, and a seasonal ferry facility. Newport harbor is heavily populated with marina's, yacht club and private dockage to accommodate the high end recreational fleet.

Port of Providence: The Port of Providence is second largest port in New England. Ships from around the world utilize the deep water federal channel, bringing products in from Central and South America, Europe, East Asia, Russia, Africa, Australia and New Zealand. Petroleum, asphalt, cement, LPG, coal, aluminum oxide, project cargoes and road salt are a few of the primary imports. Primary exports are scrap metals, automobile and project equipment and materials. Over 80 percent of the regions petro-chemical supplies pass through the port of providence.

Port of Fall River: The Port of Fall River is third largest port in Massachusetts. Currently, a major source of activity for the port is importing and exporting various household goods and vehicles to Cape Verde, Azores, Brazil and Haiti.

Port of New Bedford: The Port of New Bedford is the number one value fishing port in the nation generating direct business revenues of $3.3 billion and a total economic impact of $9.8 billion. New Bedford is home to over 200 maritime businesses, a commercial fleet of 500 fishing vessels, two interisland ferry services, an active cargo shipping industry, a cruising industry, bulk and break-bulk cargo facilities, and numerous shipyards and vessel repair facilities. Ferry services are available in the port, including passenger and cargo service to Cuttyhunk Island and passenger service to Martha's Vineyard. Launch, water taxi, and charter boat services also operate in the port. The port is also protected with a Hurricane Barrier operated and maintained by the Army Corps of Engineers

Port of Cape Cod & the Islands: The Cape and Island host a diverse use of their parent waterways. Large commercial shipping vessels share the waterways with several ferry lines, two of which a lifeline ferry services to the islands of Nantucket and Martha's Vineyard. In the summer months a robust recreational boating fleet. It is also home to the Cape Cod Canal, one of the most strategic sections of the Atlantic Intercostal Waterway.

a. **Local MTS Facts:** **Tab A** is a one page fact sheet of the local MTS. This sheets provides information on recent annual arrivals by port and vessel type, a description of key facilities within the port, key cargo streams, and a list of key port stakeholders who participate in MTS Recovery during a disrupting event.

b. **Uniqueness of the COTP Zone:** The COTP Zone Southeast New England includes; a major DoD base and commands; has multiple logistical and transportation facilities for the islands of Nantucket, Martha's Vineyard, Block Island, Cuttyhunk, and Prudence; is a major importer of automobiles for the NE and mid-west United States; receives over 80 percent of New England's petro-chemical products including home heating oil and gasoline; the Cape Cod Canal is a critical waterway for commercial traffic carrying petroleum and other dry bulk products particularly during the harsh winter months.

Immediate Impacts: The following scenarios provide examples of the types of impacts likely experienced with each type of MTS Disruption Event and some notional considerations the Incident Management Team may consider:

Scenario 1: Major Infrastructure Impact *– as experienced form Hurricane Bob in August of 1991 and Super Storm Sandy in 2012, hurricanes and the Ice seasons of 2004 and 2017caused significant disruptions to the port critical infrastructure as well as affecting regional fuel supplies and interrupting the logistical link between the mainland and the island communities. Storms of differing intensities have significant impacts on the ATON in the AOR, intermodal links with the port area; facility operation interruptions due to power or high water issues, and impacts to navigable deep-draft waterways. Possible impacts from this scenario could include:*

- *Concern for regional fuel distribution will become a high priority with emphasis from the Army Corps of Engineers, Cape Cod Canal on the status of the canal. If closed industry will need to re-rack to tankship transportation for an outer cape transit for any cargo bound for Boston and Northern New England.*
- *The logistical supply chain between the mainland and the islands will be impacted by extended port closure in Hyannis, Woods Hole, Point Judith, Bristol or limited operations. island inventory capacities are limited to a three day supply of critical commodities provided by key service providers and lifeline ferry services.*
- *ATON Assessment, Navigable Channel Assessments by the Corps of Engineers and/or NOAA, and critical infrastructure assessments will be coordinated by the MTSRU/Waterways who will also provide recommendations to the COTP on port opening strategies, risks, and measures.*

The COTP will leverage the expertise and experience of the MTSRU/Prevention/Response and Port Partners and the Sector Southeastern New England Incident Management Team to manage the increased workload within an Incident Command System (ICS) Structure. A CART Event will be created to inform senior leadership on the current and potential impacts, port and facility status updates, and identify mission-critical requests for forces to support MTS recovery.

Scenario 2: Constrained Operational Capacity *– an increase in MARSEC level in multiple ports along the eastern seaboard may result in numerous vessel diversions to the COTP Southeastern New England's Zone. These vessel types include High Capacity Ferry Vessels to the Islands, Tank Barge and Vessel to multiple terminals in the Port of Providence, Fall River, New Bedford and a regional effect on delivery's in Northern New England, and shifting of automobile deliveries. MARSEC changes may not be set in the Southeastern New England COTP Zone but may result in:*

- *A significant increase in vessel traffic with subsequent increases in vessels with first-time visits to U.S. ports,*
- *Vessels with existing discrepancies, cargo manifesting and foreign crew Visa issues with the U.S. Customs and Border Protection,*

- *Increased traffic in the Port of Providence and Quonset Davisville, and limited berthing space.*
- *Union labor issues may arise due to contractual obligations with certain carriers normally operating within the port and not with diverted vessels.*
- *Automobile reception, and processing facilities will reach capacity within five to seven days of this vessel diversion further impacting vessel arrivals.*

The COTP will leverage the expertise and experience of the MTSRU and the Sector Southeast New England Incident Management Team to manage the increased workload within an Incident Command System (ICS) Structure. A CART Event will be created to inform senior leadership on the current and potential impacts, port and facility status updates, and identify mission-critical requests for forces to maintain statutory inspection requirements for domestic and foreign flag vessels.

***Scenario 3: MTS Affected by a Primary Response** - a bunkering operation within the port resulted in the discharge of 500+ bbls of No. 2 Marine Diesel into the navigable waterways. Tide and winds have moved the petroleum throughout key port areas and impacted facilities and vessels moored at the berths for cargo operations. Potential impacts from this type of scenario include:*

- *Vessel arrivals delayed due to this discharge with a large vessel queue establishing outside of the port.*
- *Vessel Captains reluctant to transit the waterways without a release of liability from running through petroleum or departing the port and introducing petroleum into other navigable waters not affected.*
- *The Responsible Party activates their Vessel Response Plan. These operations result in restrictions to vessel traffic for crew safety issues as well as oil recovery operations.*
- *Decontamination stations are established to clean commercial piers and vessels impacted by the oil. Prioritization of this effort is crucial to facilitate a coordinated movement of vessels out of the port and re-constituting in-bound vessel traffic.*

The COTP will leverage the expertise and experience of the MTSRU and the Sector Southeastern New England's Incident Management Team to manage the increased workload within an Incident Command System (ICS) Structure. A CART Event will be created to inform senior leadership on the current and potential impacts, port and facility status updates, and identify mission-critical requests for forces to maintain statutory inspection requirements for domestic and foreign flag vessels.

The above scenarios are not all inclusive of the impacts or measures but provide examples of possible chains of events that may occur in different MTS disruption events. As the MTSRP is an All-Hazard plan, the appropriate incident response plan including the Sector Southeastern New England Severe Weather Plan, Area Maritime Security Plans (AMSP), and Area Contingency Plans for Oil and Hazardous Materials (ACP) will be the lead response plan for the event. The MTSRP will provide the MTS Recovery strategies to support the overall incident response and Incident Action Plan development process.

c. <u>Maritime Critical Infrastructure Covered by Essential Elements of Information (EEI)</u>:

There are 37 distinct Elements of Information (EEI) categories available in the Common Assessment and Reporting Tool (CART) to report the status of MTS Recovery in an affected port area. Figure 2 provides a breakdown of the 16 EEI categories in the COTP Southeastern New England Zone that will normally require Coast Guard and stakeholders to conduct post-incident assessments to determine the operational status, recovery strategies, and resources necessary for recovery for every event type.
Additional EEI categories may be added, however, the key 16 EEI Categories below will always be consider when developing post-incident recovery strategies.

Summary | Status | Report Summaries | Port Status | Command Comments

Event Summary: SENE MTSRP Development 2019

EEI Group	EEI Type	Baseline	Requires Assessment	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Offshore Energy	Offshore Renewable Energy Installations	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
Port Area - Critical Infrastructure	Break-Bulk Facility	3	3 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bridges	11	10 (91%)	1 (9%)	0 (0%)	0 (0%)		Edit
	Bulk Facility	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bulk Liquid Facilities	1	1 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Chemical Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	LNG/LPG Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Non-container Facilities	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Pass/Ferry Terminals	27	10 (37%)	17 (63%)	0 (0%)	0 (0%)		Edit
	Petroleum Facility	13	10 (77%)	3 (23%)	0 (0%)	0 (0%)		Edit
	Ro-Ro Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
Port Area - Vessels	Commercial Fishing	1021 (Vessels)	N/A	1021 (100%)	N/A	0 (0%)		Edit
	Passenger and Ferries	44	10 (23%)	34 (77%)	0 (0%)	0 (0%)		Edit
Waterways and Navigation Systems	Aids to Navigation	61	10 (16%)	51 (84%)	0 (0%)	0 (0%)		Edit
	Deep Draft Channel	27	10 (37%)	17 (63%)	0 (0%)	0 (0%)		Edit
	Locks	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit

CARTHOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PASTEVENTS | REPORTS | ADMIN

MTSR COMMON ASSESSMENT AND REPORTING TOOL - Release Information

E. LEGAL CONSIDERATIONS: MTSR authorities include:

1. **<u>Ports and Waterways Safety Act (PWSA) of 1972, Title 33 U.S.C. § 1221 *et seq.*</u>** – The USCG has a statutory responsibility under the PWSA to ensure the safety and environmental protection of U.S. ports and waterways.

2. **<u>Federal Water Pollution Control Act (FWPCA) of 1972, 33 U.S.C. § 1321 (c).</u>** – The FWPCA gives the federal government the authority to "remove and, if necessary, destroy a vessel discharging, or threatening to discharge, by whatever means are available."

3. **<u>Maritime Transportation Security Act (MTSA) of 2002, 46 U.S.C § 70101 *et seq.*</u>** – The MTSA empowers the Captain of the Port to serve as the FMSC in each COTP Zone to

develop an Area Maritime Security Plan and coordinate actions under the National Transportation Security Plan.

4. **Robert T. Stafford Emergency Assistance Act (Stafford Act), 42 U.S.C. § 5121 *et seq.*** – The Stafford Act created the system by which a presidential disaster declaration of an emergency triggers financial and physical assistance through the Federal Emergency Management Agency (FEMA). The Act gives FEMA the responsibility for coordinating government-wide relief efforts through guidance found in the National Response Framework for 28 federal agencies and various non-government organizations.

F. FUNDING CONSIDERATIONS: Organizations participating in MTS Recovery are responsible for their own funding. However, expenses related directly to responding to and recovering from an incident (Transportation Security Incident (TSI), man-made or natural disaster) may be reimbursable. The following non-USCG special funding sources may be available in certain circumstances.

1. **Stafford Act** – The Stafford Act authorizes the delivery of federal technical, financial, logistical, and other assistance to states and localities during declared major disasters or emergencies. FEMA coordinates administration of disaster relief resources and assistance to states. Federal assistance is provided under the Stafford Act if an event is beyond the combined response capabilities of state and local governments.

2. **Oil Pollution Act of 1990 (OPA 90)** – The Federal On Scene Coordinator (FOSC) can request funding from the Oil Spill Liability Trust Fund (OSLTF) using the National Pollution Funds Center (NPFC) Ceiling and Numbering Assignment Processing System (CANAPS). CANAPS is accessed via www.npfc.gov/CANAPS. The FOSC can obtain an initial ceiling, amend ceilings, or cancel funding via CANAPS.

3. **Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Funding** – CERCLA funds (for hazardous materials response) are accessed via CANAPS, in the same manner as described in 1.F.2.

4. **USCG & Other Government Agencies (OGA) Funding** – Funds from annual departmental appropriations to execute daily missions in relation to MTS Recovery. For USCG funds, Area Commanders may track extraordinary expenditures for responses to all hazards/threats in a separate account for potential reimbursement. Therefore, Incident Commanders shall submit financial reports to Area Commanders with sufficient detail to facilitate such tracking.

G. USCG GOVERNING RESPONSIBILITIES: The USCG is responsible for implementing procedures designed to ensure our nation's ports and waterways are safe and secure from the impacts of all hazards. The USCG is also designated as the Sector-Specific Agency for the maritime mode within the Transportation Systems Sector-Specific Plan to the National Infrastructure Protection Plan (NIPP) of 2013. As the LFA, the USCG is responsible for protecting Maritime Critical Infrastructure within the MTS.

H. MEMORANDUM OF UNDERSTANDING/MEMORANDUM OF AGREEMENT (MOU/MOA): MTSR activities may require the aid and cooperation of several public and private entities. When necessary, MOU/MOAs may be established beforehand between various agencies to facilitate cooperation. While both the States of Rhode Island and Massachusetts have a robust mutual aid program for Public Safety and Public Works, there are no specific MOAs or MOUs in place to support port recovery activities.

I. OUTSIDE SUPPORT: Public and private entities listed in other contingency plans may have overlapping capabilities pertinent to MTS recovery, and may be leveraged to support recovery efforts.

As outlined in the NRF, federal assets may be available through Stafford Act funding as part of Emergency Support Function (ESF)-1 (Transportation) after a federally-declared disaster, or through agency-to-agency support in a non-disaster declared incident.

State assets may be available through State Mutual Aid processes coordinated through USCG liaison officials and the Massachusetts and Rhode Island Emergency Management Agencies.

The table below provides a list of public and private entities that may have MTS Recovery support capabilities.

Table 1 – Agency Support

1. <u>Federal</u>

Agency	Functions
Department of Commerce (DOC)	The DOC has the mission to "foster, promote, and develop the foreign and domestic commerce of the United States."
	International Trade Administration (ITA) • Promotes U.S. exports, particularly by small and medium-sized enterprises, and provides commercial diplomacy support for U.S. business interests around the world. • Enforces U.S. trade laws and agreements to prevent unfairly traded imports and to safeguard the competitive strength of U.S. businesses.
	National Oceanic and Atmospheric Administration (NOAA) Provides the following products and information to support MTS Recovery activities. • Emergency hydrographic surveys, search and recovery support, obstruction location and vessel traffic rerouting advice for ports and waterways. • Remote aerial and orbital imagery through the DOC/NOAA desk at the National Operations Center.

Agency	Functions
	• Scientific Support Coordination to the FOSC during response operations including dispersion modeling for waterborne and airborne hazards. • Weather forecasting.
Department of Defense (DOD)	Provides military transportation capacity from the U.S. Transportation Command (USTRANSCOM) or other organizations to move essential resources, including DOD response personnel and associated equipment and supplies, when requested and upon approval by the Secretary of Defense.
	U.S. Army Corps of Engineers (USACE) • Provides support in the emergency operation and restoration of inland waterways, ports, and harbors under the supervision of DOD/USACE, including dredging operations, channel depth surveys, and clearing obstructions from channels. • Through Public Law 84-99 (Flood Control, Coastal Emergencies) USACE can self-deploy without waiting for a FEMA Stafford Act mission order or funding. At the District level, USACE can spend up to $100,000 to initiate wreck removal and channel clearing operations.
	U.S. Navy Supervisor of Salvage and Diving (SupSalv) • Provides technical, operational, and emergency support to the Navy, DOD, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, system certification, and underwater ship husbandry.
	National Geospatial Intelligence Agency • Provides geospatial intelligence (GEOINT) support for global world events, including disaster relief and homeland defense operations.
Department of Energy (DOE)	The DOE is responsible for overseeing domestic energy production. The Department also provides information on status of, needs for, and plans for restoration of interdependent infrastructure. During Stafford Act responses, the DOE is the coordinating agency for ESF-12 (Energy).
Department of Homeland Security (DHS)	**Customs and Border Protection (CBP)** • Lead agency for screening of crew/passenger manifests, cargo inspections/screenings, and is a critical component of the Resumption of Trade initiative post-incident and Jones Act Waivers.
	Federal Emergency Management Agency (FEMA) • The lead federal agency responsible for planning, managing, and coordinating all federal government efforts supporting U.S.

Agency	Functions
	territories, states, and local disaster relief operations as directed by Executive Order 12148. • Provides funding for disaster response and recovery activities under the Stafford Act.
	Transportation Security Administration (TSA) • Protects transportation infrastructure through preventive measures from acts of terrorism, and supports the protection of transportation infrastructure from all hazards.
	United States Coast Guard (USCG) • Identifies and provides assets and resources in support of MTS Recovery pursuant to authorities. • Coordinates with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of domestic ports, shipping, waterways, and related systems and infrastructure.
	Office of Infrastructure Protection • Provides information and assistance concerning the recovery and restoration of transportation critical infrastructure. • Protective Security Advisors can provide information on regional industrial impacts due to loss of the marine transportation system.
	Office of Cyber Security & Communications • Responsible for enhancing the security, resilience, and reliability of the Nation's cyber and communications infrastructure. • Works to prevent or minimize disruptions to critical information infrastructure in order to protect the public, the economy, and government services.
Department of Transportation (DOT)	**USDOT National Response Program (NRP)** • Responsible for coordinating the Department's preparedness, response, and recovery activities in all-hazard incidents and to support the Secretary's responsibilities under the NRF ESF-1 Transportation. • The NRP team includes 7 Regional Emergency Transportation Coordinators (RETCOs) representing all DOT Operating Administrations. • In each region, the RETCO is designed to represent the Secretary to ensure preparedness, response, and recovery activities are effectively carried out.
	Federal Aviation Administration (FAA)

Agency	Functions
	• During contingency operations, the FAA can establish temporary flight restrictions providing clear airspace for operational, support, or security purposes. The FAA can also assist with transportation issues under ESF-1.
	Federal Motor Carrier Safety Administration (FMCSA) • FMCSA regulates the trucking industry in the United States. The primary mission of the FMCSA is improving the safety of commercial motor vehicles (CMV) and truck drivers through enactment and enforcement of safety regulations. FMCSA can assist with outreach efforts to commercial drivers after a transportation disruption.
	Federal Railroad Administration (FRA) • The purpose of FRA is to promulgate and enforce rail safety regulations, administer railroad assistance programs, and conduct research and development in support of improved railroad safety and national rail transportation policy. FRA can also assist with transportation issues under ESF-1.
	Maritime Administration (MARAD) • MARAD is the agency within the U.S. Department of Transportation dealing with waterborne transportation. Its programs promote the use of waterborne transportation, its seamless integration with other segments of the transportation system, and the viability of the U.S. merchant marine. MARAD works in many areas involving ships and shipping, shipbuilding, port operations, vessel operations, national security, environment, and safety. MARAD will be a significant component of ESF-1.
	National Transportation Safety Board (NTSB) • The NTSB investigates and reports accidents involving U.S. civil aviation, railroads, pipelines, highways and maritime casualties. The NTSB has authority and responsibility for investigation of major transportation incidents. They have no direct MTS Recovery role. The NTSB may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism per the Memorandum of Understanding (MOU) Between the NTSB and the USCG Regarding Marine Casualty Investigation (signed December 19, 2008). NTSB Headquarters would mobilize an incident response investigation team.
	Pipeline and Hazardous Materials Administration (PHMSA) • PHMSA's main mission is to protect the people and the environment from the inherent risks associations with the transportation of

Agency	Functions
	hazardous materials, whether it is by pipeline or other modes of transport.
Environmental Protection Agency (EPA)	Controls and abates pollution in the area of air, water, solid waste, pesticides, radioactive and toxic substances. During Stafford Act responses, the USCG and EPA will coordinate ESF-10 functions within their respective zones as per the National Response Plan and 40 CFR Part 300.
Department of State (DOS)	In accordance with the NRF International Coordination Support Annex, coordinates international offers of transportation-related assistance and support.

2. <u>State</u>

Agency	Functions
State of Massachusetts	**Massachusetts State Police (MSP)** The MSP is an agency of the Commonwealth of Massachusetts Executive Office of Public Safety responsible for criminal law enforcement and traffic vehicle regulation across the state.
	Massachusetts Emergency Management Agency (MEMA) Are responsible for the coordination of activities among local government, state, and federal agencies and voluntary organizations to provide resources and expertise in the areas of preparedness, response, recovery, and mitigation.

Agency/Entity	Functions
	Massachusetts Department of Transportation (MASSDOT) MASSDOT Is responsible for planning, designing, and operating streets, highways, bridges, transit systems, airports, railroads to provide for the safe, rapid, comfortable, economical, convenient, and environmentally safe movement of people and goods.
	Massachusetts Department of Environmental Protection. (MADEP) MASSDEP administers and enforces state and federal laws and regulations for air quality, water quality, water supply and waste management.
	Massachusetts Environmental Police (MEP) MEP is a state law enforcement agency that enforces both state and federal laws on the waters and off the roads of the Commonwealth of Massachusetts
State of Rhode Island	**Rhode Island State Police (RISP)** RISP is an agency of the state of Rhode Island responsible for statewide law enforcement and regulation, especially in areas underserved by local police agencies and on the state's limited-access highways. Its headquarters is in Scituate RI.
	Rhode Island Emergency Management (RIEMA). RIEMA is responsible for the coordination of activities among local government, state, and federal agencies and voluntary organizations to provide resources and expertise in the areas of preparedness, response, recovery, and mitigation.
	Rhode Island Department of Transportation (RIDOT) RIDOT is responsible for planning, designing, and operating streets, highways, transit systems, airports, railroads to provide for the safe, rapid, comfortable, economical, convenient, and environmentally safe movement of people and goods.
	Rhode Island Bridge And Turnpike Authority (RBTA) RIBTA is responsible for operation and maintenance of the Claiborne Pell Bridge (formerly the Newport Bridge), Jamestown Verrazano Bridge, the Mount Hope Bridge and the Sakonnet River Bridge.
	Rhode Island Department of Environmental Management. (RIDEM) RIDEM administers state and federal laws and regulations for air quality, water quality, water supply and waste management. In addition, other programs cover a variety of environmental activities, such as Fish and Wildlife Conservation and enforcement, Park, Beach and State Pier management. Another responsibility of the Division is the enforcement of Rhode Island's marine safety laws and regulations. The Division also enforces state laws relating to vandalism, larceny, assault, and motor vehicles on the State's public land.

Regional and Local Representative	Functions
State of Massachusetts	**Massachusetts County Sheriff Departments.** The primary responsibilities of the Sheriff departments are to operate the County Correctional Facility; assist in public safety throughout the county; and oversee delivery of legal documents needed to support the operation of the courts. The Sheriff department's in addition support K-9 operations and Warrant Apprehension. Their Communications Departments coordinate all fire mutual aid in the county's, serve as the communications link between paramedics and hospitals, and provide communications services at the scene of major events. The Bureau of Criminal Investigation assists local police in collecting and analyzing evidence from crime scenes, and in photographing major traffic accident scenes. All public safety support services are provided at the request of local police and fire departments. There are five County Sheriff's Departments located within Sector Southeastern New England's AOR are: • Plymouth County • Barnstable County • Bristol County • Dukes County • Nantucket County
State of Rhode Island	**The Rhode Island State Sheriff's Department** The County Sheriff's Departments are a statewide law enforcement agency under the Department of Administration. Their primary duties include Courthouse Security, Prisoner Transport, Executive Protection for the Judiciary, Apprehension and Extradition of Wanted Persons, and Service of Process. They employ 196 sworn and civilian personnel under the command of the State's Executive High Sheriff. The Rhode Island State Sheriff's Department is composed of five separate County's: • Providence County • Kent County • Washington County • Newport County • Bristol County
MA/RI	**MA & RI Municipal Police Departments** Assist in investigations and patrols shore side within the applicable city. They also provide traffic control, information on local threats and activities, dive teams and assist in apprehension and detention of suspects.

MA/RI	**MA & RI Municipal Fire Departments** Provide shore side firefighting support at facilities and sites in the applicable city. They maintain evacuation plans for the city and employ HAZMAT teams.
MA/RI	**City/ Municipal Emergency Operations Centers (EOC)** Provide coordination of emergency services and operations for the city and dedicated regions.

3. <u>Industry</u>

Representative	Functions
MA/RI	**Marine Transportation Related Facility Owners and Operators** Are responsible for the operational safety and physical security of their facilities in accordance with applicable laws and regulations.
MA/RI	**Ferry & Commercial Vessel Owners and Operators** Are responsible for the safe operation and physical security of their vessels in accordance with applicable laws and regulations.
MA/RI	**Northeast Pilots** Provide pilot services for the Sector Southeast New England AOR.
MA/RI	**Towing and Salvage Companies** Provide towing and salvage services.
MA/RI	**Harbor Safety Committees (HSC)** Are the core group where the critical maritime stakeholders and members of the Recovery Group will be drawn from to form the MTSRU. Many of the various Industry groups previously mentioned in this section are active HSC Members and provide critical support and subject matter expertise to the COTP / FMSC
MA/RI	**All maritime industry stakeholders** While too extensive to list here, will be valuable resources of information regarding incident effects, and the post-incident performance levels and implications for the national security and defense, economy, and CI/KR sectors. Vessel and facility operating companies will be principally engaged in restoring their infrastructure.

J. PLANNING ASSUMPTIONS: The following list of assumptions apply to the MTSRP:

1. The MTSRP was developed for response to a Type 3 or smaller incident as described in reference (y).

2. The threat of a TSI resulting in an increased MARSEC Level and associated security measures may require coordinated recovery actions among stakeholders to restore the flow of commerce.

3. With the exception of tropical and prolonged frigid weather systems, most transportation disruptions will occur with little to no warning. If critical waterways begin to freeze in bordering states as well, there may be insufficient resources to clear the shipping lanes. While commercial ice breaking may be available, delays to maritime commerce are likely while awaiting the arrival of additional Coast Guard cutters capable of breaking ice.

4. Large-scale cargo diversions may require reallocation of federal resources and regulatory waivers to support reestablishment of trade.

5. A catastrophic event may seriously degrade local USCG capabilities and require large-scale support from resources outside the affected area.

6. If USCG facilities are adversely affected, Sector Southeastern New England will implement their Continuity of Operations Plan and will relocate operations as directed by that plan.

7. Do to the likelihood that heavy lift cranes will not be available locally, it may take several day for sufficient and capable resources to reach Massachusetts and Rhode Island from outside New England.

8. Should local power generating stations or their infrastructure be damaged, terminals may experience a loss of power. Without a sufficient backup means of generating power, pumps will be unable to transfer cargo that may result in a short-term shortage of energy supplies (e.g., gasoline, heating oil, LPG, etc.).

9. A MTS disruption may have regional and national implications.

10. An incident of any nature may adversely affect the MTS.

11. Other contingency plans may be executed in conjunction with the MTSRP.

12. The discharge or potential discharge of oil or release of a hazardous substance may impede recovery.

13. USCG missions will be conducted at normal operating levels during recovery.

14. USCG Reservists may be recalled to active duty to meet contingency operational requirements.

K. KEY TERMS AND DEFINITIONS:

1. **All Hazards** – A threat or an incident, natural or manmade, that warrants action to protect life, property, the environment, and public health or safety, and to minimize disruptions of government, social, or economic activities. It includes natural disasters, cyber incidents, industrial accidents, pandemics, acts of terrorism, sabotage, and destructive criminal activity targeting critical infrastructure.

2. **Business Continuity** – The ability of an organization to ensure that critical business functions will be available to customers and suppliers before, during, and after a disaster. Business Continuity should not be confused with disaster recovery.

3. **Common Assessment and Reporting Tool (CART)** – CART is a USCG database designed to collect maritime Essential Elements of Information data and communicate their status after a transportation disruption. CART is used to provide a consistent, nationwide method for timely documentation, tracking, and communication of MTS status, minimizing the administrative and performance burden on field commanders, and satisfying USCG and incident management information needs and requirements.

4. **Critical Infrastructure** – Systems, assets, and networks, whether physical or virtual, so vital that the incapacitation or destruction would have a debilitating impact on the security, economy, public health or safety, environment, or any combination of these matters, across any federal, state, regional, territorial, or local jurisdiction. DHS has identified 16 Critical Infrastructure sectors.

5. **Emergency Support Function (ESF)-1 Transportation** – ESF-1 provides DHS with a single point to obtain key transportation-related information, planning, and emergency management, including prevention, preparedness, response, recovery, and mitigation capabilities at the headquarters, regional, state, and local levels. The ESF-1 structure integrates DOT and support agency capabilities and resources into the *National Response Framework (NRF)* and the *National Incident Management System (NIMS)*. Initial response activities that ESF-1 conducts during emergencies include the following:

    - Monitoring and reporting the status of and damage to the transportation system and infrastructure;
    - Identifying temporary alternative transportation solutions to be implemented by others when primary systems or routes are unavailable or overwhelmed;
    - Implementing appropriate air traffic and airspace management measures; and
    - Coordinating the issuance of regulatory waivers and exemptions.

6. **Essential Element of Information (EEI)** – Quantitative and objective information that will be used to ascertain, communicate, and track the status of MTS infrastructure and activity. The information will also be used to complete status report templates. These templates are designed to facilitate the collection and dissemination of consistent information regarding the status of the MTS during and following an incident.

7. **Interdependency** – Mutually reliant relationship between entities (objects, individuals, or groups). The degree of interdependency does not need to be equal in both directions.

8. **Jones Act Waivers** – The Merchant Marine Act of 1920 (Jones Act), 46 U.S.C. § 55102, requires that all merchandise transported by water between U.S. points be carried on U.S. flagged ships. Waivers of this requirement are granted by the Secretary of Homeland Security. Requests for waivers can be made at JonesActWaiverRequest@cbp.dhs.gov. Further information on waivers can be found at https://www.cbp.gov/trade/jones-act-waiver-request.

9. **Key Resource** – Public or privately controlled resources essential to the minimal operations of the economy and government.

10. **Marine Transportation System (MTS)** – The MTS consists of navigable waterways, ports, and intermodal landside connections that allow the various modes of transportations to move people and goods to, from, and on the water as part of the overall global supply chain or domestic commercial operations. The MTS also includes vessels, port facilities, and intermodal connections and users, including crew, passengers, and workers.

11. **Maritime Transportation System Recovery Support Cell (MTSRSC)** – MTSRSCs are Coast Guard personnel at a district, area, or headquarters unit that support the flow of information from the MTSRU to other elements of Coast Guard, DHS, and maritime industry during the response to and recovery from a disruption of the MTS. These cells are not normally augmented by other agency or industry personnel.

12. **Marine Transportation System Recovery Unit (MTSRU)** – An Incident Command System (ICS) planning function which is established and staffed for incidents that significantly disrupts the MTS. This unit is primarily staffed by government personnel and is augmented by local marine industry experts.

13. **Maritime Critical Infrastructure and Key Resources (CI/KR)** – The CI/KR specific to or connected to the maritime environment includes ports, waterways, military facilities, nuclear power plants, locks, oil refineries, levees, passenger terminals, fuel tanks, pipelines, chemical plants, tunnels, cargo terminals, and bridges that are essential to the effective operation of the MTS.

14. **Maritime Domain** – The National Strategy for Maritime Security (NSMS) defines the maritime domain as all areas and things of, on, under, relating to, adjacent to, or bordering on a sea, ocean, or other navigable waterway, including all maritime-related activities, infrastructure, people, cargo, and vessels and other conveyances. The maritime domain for the United States includes the Great Lakes and all navigable inland waterways, such as the Western Rivers and the Intracoastal Waterway.

15. **National Defense Reserve Fleet (NDRF)** – The National Defense Reserve Fleet is comprised of ships owned and maintained by MARAD. The Fleet serves as a reserve of

ships for national defense and national emergencies and includes a sub-set of ships in the Ready Reserve Force. Training ships can be requested and mobilized to support the berthing and feeding of responders and support personnel during incidents.

16. **National Response Framework (NRF)** – The NRF is a guide to how the nation conducts all-hazards response. It is built upon scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities across the nation, linking all levels of government, nongovernmental organizations, and the private sector. Under the NRF, ESFs provide the structure for coordinating Federal interagency support for a Federal response to an incident. The Department of Transportation is the lead and primary coordinating agency for ESF-1 (Transportation) with the support of 10 partner agencies.

17. **Preparedness** – Activities necessary to build, sustain, and improve readiness capabilities to prevent, protect against, respond to, and recover from natural or manmade incidents. Preparedness is a continuous process involving efforts at all levels of government and between government and the private sector and nongovernmental organizations to identify threats, determine vulnerabilities, and identify required resources to prevent, respond to, and recover from major incidents.

18. **Ready Reserve Force (RRF)** – The RRF includes fast sealift ships, roll-on/roll-off ships, heavy lift ships, crane ships and government-owned tankers. RRF vessels are suitable for handling outsize or project cargo as well as dual-use or military equipment including large vehicles, trailered vehicles, watercraft, and aircraft. For contingencies, RRF vessels may fulfill a U.S. commercial market shortage of Roll-On/Roll-Off (RO/RO) vessels. RRF ships are expected to be fully operational within their assigned 5 and 10-day readiness status.

19. **Resilience** – The capability of an asset, system, or network to maintain its function during or following a terrorist attack, natural disaster, or other incident.

20. **Response** – Activities that address the short-term, direct effects of an incident, including immediate actions to save lives, protect property, and meet basic human needs. Response also includes the execution of emergency operations plans and incident mitigation activities.

21. **Recovery**

    a. **Short-Term Recovery** – That period where impacted infrastructure and supporting activities within the incident have been returned to service and are capable of operations or service at some level. Initial activities, policies, or mitigation strategies aimed at initial recovery are considered to be achievable within 90 days or less.

    b. **Long-Term Recovery** – That period in which infrastructure and supporting activities have been returned to pre-incident conditions or service or have the capacity or capability to operate or provide service at pre-incident levels. Activities, policies, or mitigation strategies aimed at long-term recovery may take longer than 90 days.

22. **Restoration** – The level or degree to which recovery efforts are capable of returning the MTS to pre-incident capacity. Measurement is based upon industry potential movement of cargoes.

23. **System Stabilization** – The process by which the immediate impacts of an incident on community systems are managed and contained. As adapted and used by the USCG for MTSR activities and measures needed to stabilize critical MTS infrastructure functions following a transportation disruption to minimize health, safety, environmental, and maritime security threats when necessary; and to efficiently restore and revitalize systems and services essential to maritime supply chain support for communities and critical infrastructure sectors.

24. **Sector-Specific Agency (SSA)** – Federal departments and agencies identified in Homeland Security Presidential Directive 7 (HSPD-7) as responsible for CI/KR protection activities in specified CI/KR sectors. The USCG is the sector-specific agency for maritime transportation.

25. **Steady State** – The posture for routine, normal, day-to-day operations as contrasted with temporary periods of heightened alert or real-time response to threats and/or incidents.

26. **Transportation Disruption** – Any significant delay, interruption, or stoppage in the flow of trade caused by a natural disaster, heightened threat level, act of terrorism or any transportation security incident.

27. **Transportation Security Incident (TSI)** – A security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area. (33 C.F.R. § 101.105).

TAB A: TEMPLATE FOR SAMPLE LOCAL MTS FACT SHEET

The MTS

The Marine Transportation System (MTS) in the Southeastern New England COTP Zone consists of waterways, ports, and intermodal landside connections that allow the various modes of transportation to move people, goods and petro-chemical products to, from, and on the water. The local MTS includes the following:

9 lifeline ferry terminals

17 lifeline passenger ferries

5 offshore renewable energy platforms

32 miles of rail track

28 marine facilitys/terminals

83 recreational marinas / Yacht Clubs in RI

74 recreational marinas / Yacht Clubs in MA

1,660 commercial vessels fishing

The Cape Cod Canal is one of the most critical waterways in the northeast. The canal is owned, maintained and managed by the Army Corps of Engineers. The tug and barge industry is heavily dependent on the canal for the movement of HHO and other petro chemical products through the New England Region.

Important Facts

- Over 80 percent of all home heating oil and other petro chemical products either pass through or are landed in the Ports of Sector Southeast New England.
- The Port of New Bedford over the past 5 years, has been the highest grossing fishing port in the United States. This is due to the scollop industry and the rich fishing grounds of Georges Bank.
- The Massachusetts Steamship Authority provides the only lifeline ferry service for Martha's Vineyard and Nantucket that carries both passengers and vehicles, including commercial freight trucks. They are one of the largest ferry companies in the US carring over 3 million passengers, 481,000 vehicals and 189,000 trucks annually.

2018 Vessel Calls in the Port of Sector Southeastern New England

Vessel Type	*Amount*
Ro-Ro	242
Passenger Ships	110
Freight Ships	127
Tank Ships	137
Tank Barge	500+
Research Ships	79
All Vessel Types	**1200+**

TAB B: MTS RECOVERY-RELATED MOU/MOAs

Both the States of Rhode Island and Massachusetts have a robust mutual aid program for Public Safety and Public Works. There are no specific MOAs or MOUs in place to support port recovery activities but the below listed MOU/MOA's could assist in the recovery of the port when enforcement and emergency response is required.

MEMORANDUM TITLE	AGENCY
MOU Between the USCG and the Barnstable County Sheriff's Office Regarding the Enforcement of Maritime Safety and Security Zones	Barnstable County Sheriff's Office (BCSO)
MOU between the USCG and the Massachusetts Environmental Police Regarding the Enforcement of Maritime Safety and Security Zones	Massachusetts Environmental Police (MEP)
MOU between the USCG and the Massachusetts State Police Regarding the Enforcement of Maritime Safety and Security Zones	Massachusetts State Police (MSP)
MOU between the USCG and the State of Rhode Island Concerning the Enforcement of Maritime Safety and Security Zones	Rhode Island Department of Environmental Management, Enforcement Division. (RIDEM) Rhode Island State Police (RISP)
MOU between the USCG Sector Southeastern New England and the Rhode Island Emergency Management Agency Regarding Use Of Rhode Island Common Operating Picture. (RICOP)	Rhode Island Emergency Management Agency (RIEMA)

SECTION 2: PLANNING AND PREPAREDNESS

A. PURPOSE: Emergencies evolve rapidly and become too complex for effective improvisation, therefore, a successful response can only be achieved by planning and preparing beforehand. Pre-identifying priorities, levels of performance, and capability requirements allows for the assessment of present state capabilities, vulnerabilities, and mitigating strategies.

Planning and preparedness includes establishing priorities, identifying expected levels of performance, determining capability requirements, providing the standard for assessing capabilities, helping stakeholders learn their roles/responsibilities, and building stakeholders' relationships. Accordingly, these planning and preparedness activities and measures are crucial to operational success and should not be improvised or handled on an ad hoc basis.

The physical characteristics of the COTP Southeastern New England Zone's AOR and the general description of its MTS are described in Section 1.D. This section, however, focuses

on the Port Areas that make up the COTP Zone and describes the port's general priorities. The process of prioritizing port operations provides the initial planning outlook. It should identify key infrastructure, operations, and linkages within each port. The end product will assist the COTP/FMSC in triaging the state of the MTS following an incident.

The planning elements listed in this section require input from stakeholders to ensure accuracy:

1. Describe normal port operations, the average day in Ports of Point Judith, Quonset, Newport, Providence, Mount Hope Bay, New Bedford and Cape Cod and the Islands including the Cape Cod Canal.
2. Identify key infrastructure,
3. Clarify stakeholders' roles, responsibilities and coordination,
4. Pre-establish MTSRU membership,
5. Identify incident response facility locations,
6. Conduct training and exercises, and
7. Determine the decision points for transitioning from a Type 3 incident to a Type 1 or Type 2 incident as defined in reference (y).

Bottom Line: Preparation Equals Performance

B. NORMAL PORT OPERATIONS: In order to facilitate the recovery of the MTS or restore the basic functionality of the port after a major disruption, it is necessary to know and understand the port's critical infrastructure and operations including the intermodal dependencies required to support commerce.

Tab D, located in Section 2 of the plan, describes in general the "normal operations" of the MTS in port of ***Point Judith, Quonset, Newport, Providence, Fall River, New Bedford*** and ***Cape Cod and the Islands*** to include the ***Cape Cod Canal***. Another way to say it is; "what's normal or what's happening" in port of Sector Southeastern New England on an average day. To understand the normal operations of the MTS it is important to consider three distinct elements: Infrastructure, Operations, and Linkages.

1. **Infrastructure** – Ports are complex entities, involving facilities and structures supporting transportation by several modes: water, rail, road, or even air. Consequently, ports are a vitally important part of the nationwide MTS, which includes not only ports, but also inland and coastal waterways, and inter-modal connectors.

2. **Operations** – Those activities that must be done for the safe, secure, and efficient movement of cargo and people. This may include vessel movement, loading and offloading, and transport mode transition. It may also include port maintenance such as dredging, waterway clearance, and Aids to Navigation.

Linkages – These are downstream impacts that go beyond the local area when an MTS disruption occurs. Cargo and commodity distribution disruptions that could impact other regions of the United States or its territories and can be described as the port's 'Regional Linkages.'

Both a receiving port (reliant) and a providing port (supplier) will be affected by a disruption but in different ways. Downstream or cascading impacts can be described in operations and or capabilities, e.g. container transshipment and bunkering operations.

a. ***Port of Point Judith, RI*** – The homeport to the lifeline ferry service Interstate Navigation supplying Block Island. It is also home to one of the largest commercial fishing fleets in the northeast.

b. ***Port of Quonset /Davisville, RI*** - The port is one of the largest in the Northeast. It is home to more than 200 companies, employing close to 11,000 people in a variety of industries. The port spreads across more than 3,200 acres, including space for business, commerce, recreation and open space use. Located near the lower entrance to Narragansett Bay, the port of Quonset / Davisville has an extensive transportation and utility infrastructure. Quonset / Davisville is one of the largest auto processors in North America and a major distribution hub for imported and domestic vehicles. The 150 waterfront acres facility averages a total throughput of over 2 million vehicles annually. The port is also equipped with a Marine Highway Terminal and handles wind energy project cargo is also home to two ship yards Senesco Marine LLC which is the leading builder of double hull barges in the northeast. Senesco also provides one of the largest heavy lift dry docks for large ferry and towing vessel and barge maintenance and repair. General Dynamics Electric Boat facility provides support to Electric Boats Groton shipyard, the 125 acre facility manufacture and outfits modular submarine components. The completed submarine hull cylinders are outfitted and transported by barge to Groton or Newport News VA. For assembly and completion.

c. ***Port of Providence, RI*** – The port is made up of both the cities of Providence and East Providence. Several large facility's operate within the port the largest and most diverse being ProvPort. Ships from around the world utilize the deep water federal channel, bringing products in from Central and South America, Europe, East Asia, Russia, Africa, Australia and New Zealand. Petroleum, asphalt, cement, LPG, coal, aluminum oxide, project cargoes and road salt are a few of the primary imports. Primary exports are scrap metals, automobile and project equipment and materials. Various other bulk products pass through the port, utilizing the intermodal opportunities presented by the interface of two major highways (Interstates 95 and 195), the deep water seaport, and a railway capable of supporting double stack service. ExxonMobil, Shell-Motiva, Sprague Energy operate large petro-chemical facilities within the port. Seasonal commuter ferry service operate between Providence and the City of Newport from May through October.

d. ***Port of Fall River, MA*** - The Port of Fall River is third largest port in Massachusetts. Currently, a major source of activity for the port is importing and exporting various household goods and vehicles to Cape Verde, Azores, Brazil and Haiti. Vehicles are exported to foreign locals including Haiti, the Dominican Republic and other areas in the Caribbean Basin.

e. ***Port of Newport, RI*** – The port is located approximately 33 miles southeast of Providence. It is known as a New England summer resort and is famous for its historic mansions and its rich sailing history. It is also the home Naval Station Newport which houses the United States Naval War College and the Naval Undersea Warfare Center, and an important Navy training center.

Although mostly a recreational port, Newport is a destination port call for the cruise ship industry host between 30 to 45 cruise ships annually.

f. ***Port of New Bedford, MA*** - The Port of New Bedford is a deep-water port with depths of 30 feet and features a hurricane barrier that makes the harbor one of the safest havens on the eastern seaboard. New Bedford is America's #1 Fishing Port with fish landings valued at $369 million. Several ferry services operate out of the port transporting passengers and goods to Martha's Vineyard and Cuttyhunk Islands. During the fall and winter months the port receives shipments of citrus from South America averaging 10 to 14 arrivals annually.

g. ***Cape Cod and the Islands, MA*** – Although primarily a recreational boating area, the Cape is home to one of the largest lifeline ferry services in the country. The Steamship Authority provides year round passenger and vehicle service to Martha's Vineyard and Nantucket Island.. They are the sole provider of transportation for critical petroleum and propane shipments along with medical and food supplies. Any extended port closures or restrictions may result in catastrophic fuel shortages. Highline fast ferry service provides year round passenger commuter service to Nantucket transporting the majority of the labor force for the island year round. Several other smaller ferry services provide passenger service on a seasonal basis. The Cape Cod Canal is an artificial waterway in the U.S. state of Massachusetts connecting Cape Cod Bay in the north to Buzzards Bay in the south, and is part of the Atlantic Intercostal Waterway. The approximately seven-mile-long canal traverses the narrow neck of land joining Cape Cod to the state's mainland. Over 80% of the northeast energy products transit through the canal, avoiding the exposed outside route around the Cape. This waterway receives high priority assessment consideration post-impact, as well as during any vessel prioritization process.

General Priorities and Critical Infrastructure

Within Tabs E through K are the major economic elements, operations, and physical characteristics of the ports of ***Point Judith, Quonset/Davisville, Providence, Newport, Fall River, New Bedford and Cape Cod and the Islands.*** It is not intended to replace the EEI database or provide details of all trade activities and is intended only to provide MTS Recovery officials a broad understanding of the pre-incident steady state of the port and the general priorities for recovering port operations. For a complete listing of the ***Essential Elements of Information*** in the COTP Zone Southeast New England, refer to the **Common Assessment and Reporting Tool.**

The COTP Zone in SE Massachusetts and the State of Rhode Island, are a part of the Coast Guard First District. It includes 6 major deepwater ports in addition to multiple smaller, recreational-based port areas. Significant operations that span all three ports include: Department of Defense (USN) maritime operations; refined petroleum product reception/storage/delivery terminals with waterfront transfer locations; bulk or breakbulk cargo operations including coal, salt and steel. High capacity passenger ferry operations with critical supply routes to the islands of Martha's Vineyard, Nantucket and Block Island. Ro-ro service including automobiles and trailered cargoes; Seasonal cruise ship operations. The COTP Zone Southeastern New England features a fixed LHG operation in the Port of Providence.

Although there are a significant number of bridges crossing navigable waterways in the COTP Zone, including highway and rail, there are 6 bridges that span key navigable commercial waterways, are key intermodal links for cargo/vessel operations with their direct link to port areas, or that may

disrupt key operations if compromised. There are 41 deep draft channel segments in all three ports. These channel segments have been prioritized for assessment by the U.S. Corps of Engineers, NOAA, or stakeholder teams with specific equipment and training.

Tabs E through G include detailed information on key terminals, critical operations, Essential Elements of the Marine Transportation System, and basic descriptions of a steady-state operation, a target goal to achieve for post-impact recovery operations.

C. STAKEHOLDER COORDINATION:

MTS Recovery Planning Coordination – Advanced planning and preparedness requires the expertise of public and private sector specialists, and the support of stakeholder leadership. Proactive engagements with stakeholder groups are vital to advance preparation and effective incident response and recovery.

The **Southeastern New England Area Maritime Security Committees (AMSC)**, the **Southeastern New England Area Committees (AC)**, **Southeastern New England**, **Port Safety and Security Forums (PSSF)** and other applicable stakeholder groups are key to advance planning and preparation for effective incident response and recovery of the MTS. As noted in the Area Maritime Security Committee Charter, a ***Recovery Workgroup*** has been established and functions as a year-around pre-incident advisory, planning, and preparation body under the direction of the AMSC Executive Steering Board. The ***Recovery Workgroup*** is not formal, does not retain records/minutes, and adjourns at the completion of the response or AMSC directed project.

USCG Sector Southeastern New England will develop and maintain mutual supporting relationships that promote teamwork with the **AC**, **AMSC**, **Port Readiness Committee** (PRC), and the **HSCs.** Sector Southeastern New England will also encourage local committees to participate in Incident Command System (ICS) training whenever possible.

The Port Security Specialist (MTS Recovery/Salvage) at Sector Southeastern New England will develop, maintain, exercise and validate MTS information during port level normal operations identified in Tabs E through G. Working as necessary with the **AMSC Recovery Groups, Area Planning Committees,** and **Port Safety and Security Forums**, this representative shall identify and prioritize critical industries, facilities, and infrastructure with its AOR. In addition, this representative shall identify potential port recovery solutions and contingencies that support business continuity planning.

MTS Recovery Stakeholder Teams – When a significant disruption to the MTS occurs, key port partners will be notified to participate in a MTSRU conference call. Selected to participate by the Captain of the Port, these representatives will follow the MTSRU Protocols in Annex A and B to this plan and provide required information for assignment to the team that includes:

- Local stakeholder agency, organization, or business;
- POC Name;
- Mobile/ Text Telephone number; and,
- Business e-mail address.

D. PRE-ESTABLISHED MTSRU:

1. **MTSRU Staffing** – The MTSRU shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts. The staffing, organization, and location of the MTSRU within the Incident Command organization will be dependent upon the type of incident and the direction of the Captain of the Port or On-Scene Coordinator. The MTSRU may consist of representatives from:

- *USCG MTSRU Leader Type 3 (MTSL3) trained personnel;*
- *USCG members with facilities subject matter experts (SMEs);*
- *USCG member with waterways management SMEs; and,*
- *USCG member with Port State Control SMEs.*

The success of the MTSRU depends on having an adequate number of qualified members. Each incident type or location may require members with different skill sets. Nonetheless, a baseline of qualified members shall be established to exercise MSTRU objectives that will enhance capability.

2. Additional members of the MTSRU will come from port stakeholders, as incidents require.

3. USCG MTSRU personnel shall be familiar with MTS Recovery policies, procedures, and EEIs. The initial USCG representatives shall be MTSL3 qualified and be prepared for rapid activation to establish a MTSRU.

4. Section 2.F. (Training) outlines the recommended training levels for MTSRU personnel.

E. MTSRU RESPONSIBILITIES (see reference (u)): MTSRU core responsibilities are:

- Track, document, and report MTS status in the CART;
- Understand critical recovery pathways;
- Recommend courses of action;
- Provide pertinent MTS stakeholders a communication channel to the Incident/Unified Command (IC/UC);
- Provide IC/UC with recommend priorities for cargo flow resumption and vessel movement; and,
- Identify long-term recovery issues and needs.

F. TRAINING:

1. **<u>Training Requirements for CG Personnel</u>**

a. **MTSRU Leaders (MTSL)** – The MTSRU Leader will be trained to meet the USCG Performance Qualification Standard and complete ICS-100, ICS-200, ICS-300, and the MTSL3 PQS Workbook. The MTSRU leader shall be proficient using CART.

MTSRU Members – Members should be familiar with port facilities, vessels and/or waterways management functions. They should be proficient using CART.

b. All MTSRU members shall be familiar with the MTSRP.

c. USCG unit personnel engaged in incident response (including ICS Section Chiefs and Command Staff, Situation Unit Leaders, Emergency Preparedness Liaison Officer) will be familiar with this Plan.

2. **Non-CG MTSRU Members**

a. Members will be familiar with or have access to this Plan. Some members may attend/participate in MTS Recovery Training Workshops (i.e. DHS Infrastructure Protection or U.S. CBP) however due to agency workload and priorities it is not likely that any will receive CART, MTS Recovery Unit Leader, or other advanced training.

b. Exercises of the MTSRU and non-CG MTSRU Members will take place during any exercises involved with the Severe Weather Plan, AMSP, ACP or other contingency plans including the Mass Rescue Plan. Section 4 of this plan provides further guidance on MTS Recovery Plan maintenance and exercises.

c. Members are encouraged to participate in unit led MTSL3 training.

G. ICP/IMT LOCATIONS AND EQUIPMENT:

1. MTSRU Work Space – The MTSRU should remain near the Incident Command Post. This provides a better communication network with other incident command sections or units and reduces the cost of added logistics. The primary location for the MTSRU will be the USCG Sector Southeastern New England's East Providence or Woods Hole Campuses utilizing Incident Command spaces. Tertiary locations would depend on the location of the IC/Unified Command. See Section 3.B.1.d for greater detail.

2. MTSRU "Go kits" Equipment: Sector Southeastern New England will establish a "go kit" with the following equipment to support a response to an all threats, all hazard event. Supplies will be in sufficient quantity to allow the MTSRU to function for at least 48 hours without re-supply. Once the Logistics Section is established, the MTSRU can order new supplies through the incident organization.

- Non-Standard Laptops: *Already issued to MTSL/Security Specialist (Port/Recovery). The laptop should include MS Word/Access/PowerPoint and have wireless capability.*

If additional laptops are available note the number and location. Non-standard laptops shall be upgraded as required.

- External Hard Drive: *Loaded with the following minimum files/documents:*
  - *The Sector/MSU Baseline EEIs in Excel Format (exported from CART)*
  - *COMDTINST M16000.28(series)*
  - *AREA Guidance for MTS Recovery*
  - *CART User Guide (Current version)*
  - *Electronic Executive Summary for use in non-CART accessible environment*
  - *Vessel Scoring and Prioritization Tool (Optional)*
  - *ICS Forms (ICS 213RR; ICS 214; ICS 233)*
  - *Stock GIS Imagery or Satellite Imagery/Electronic Charts specific to the MTS within AOR (Optional)*
  - *CART Executive Summary Templates (Word Document)*
  - *Post Incident Assessment Forms*
  - *Additional Checklists as determined by the MTSRU Leader*
  - *Electronic copy of unit MTSR Plan*
- Cell phone *with access to a conference call line*
- Remote access to the CGONE Network
- Portable Printers
- Wi-Fi Hotspot/Mobile Internet connection: *Minimum capability should enable wireless access for up to 5 wireless-capable laptops for access to CART and can be used for CAC-RAS into the CGDN for additional services such as GIS, CG E-mail.*
- Projector: *Portable projector for display purposes. Enhances ability to adequately display MTS Status, Satellite Photos, etc. along with SITU Status Boards.*
- Extension Cords/Surge Protectors
- Copies of Plans, charts, maps, policy, procedures and protocols *(electronic and paper)*
- ICS forms catalog digital and hard copy
- Easel pads/markers
- In/Out Trays
- Paper/Pens/Masking, Duct, and Painter's Tape/Paper Clips/Staplers/ Folders/Markers/Accordion Folder/Notebooks
- Incident Management Handbooks *(IMH) (2014 or current edition)*
- Empty Binders
- Reference Binder: *Contains hard copies of all reference documents/procedures/ policies*
- General office supplies to support anticipated unit members.

H. TYPE 1 AND TYPE 2 EVENT CONSIDERATIONS:

1. **<u>Concept</u>** – This MTSRP is based on requirements for a ***Type 3*** incident response. When an incident extends beyond the capabilities of local control and assets it may be classified as a ***Type 1*** or ***Type 2*** event. An incident management organization may expand and positions merge into larger sections. It is imperative that the MTSRU be flexible in

response to an organizational shift. When a shift occurs, there will likely be considerable oversight and external management of certain functions, priorities, and/or expectations of the MTSRU and trade resumption efforts in the affected area. The MTSRU should be prepared to integrate supporting members from outside of the AOR into the MTSRU and provide a basic indoctrination/training of the AOR, the MTSR Plan and ICS organization.

2. **Request for Forces (RFF)** – Based on the complexity of the incident and the response organization requirements, the MTSRU Leader may require additional resources to support the expanding roles and responsibilities. Should the MTSRU identify need for additional personnel, the established process for the RFF should be used. The RFF should specify what skill set is needed, such as SME in MTS recovery, MTSL3 qualified, or experienced CART user, etc. The District and Area Commands will assist in sourcing the requests. Operational RFFs should originate and be managed by the Operations Section (e.g. heavy-lift assets, ANT Team support, and survey teams).

3. **MTS Recovery Trade Resumption** – The requirement to understand critical trade resumption needs and how recovery operations may affect resumption of trade in the region is important during Type 1 or Type 2 events. MTS Recovery and resumption of trade requires coordination with land transportation modes such as the highway, rail, and pipelines. The ability to land relief supplies or necessary commodities ashore is of limited utility if there is no means of transporting and distributing the commodities to locations ashore where they are needed. The planning and execution of intermodal commodity movement in the aftermath of a catastrophic event is an Emergency Support Function (ESF) -1 (Transportation) mission under the National Response Framework.

4. **Incident Management Structure** – ESF Support: In a Type 1 or 2 Incident, county and State Emergency Operations Centers (EOCs), FEMA Regional Response Coordination Centers (RRCCs) or Joint Field Offices (JFO), and the National Response Coordination Center (NRCC) will be stood up and fully staffed. Most if not all ESFs will be manned. It is essential for the USCG to provide MTS Recovery SMEs to these organizations. These MTS Recovery SMEs are a direct link to other ESFs at the Federal, State and Local levels. The SMEs can deliver MTS status reports, coordinate emergency supply distribution routes with port opening efforts, and have open communication up and down the chain. The SMEs are critical to ensure seamless communication flow between the Incident/Unified Command, the State/County EOCs, and the Federal incident management.

   MTSR SMEs from outside the affected area may populate the NRCC, RRCC and the JFO; the Sector MTSRU personnel, if available, should help staff the State EOC ESF-1 desk. Local knowledge of port infrastructure and operations are critical at the local level of the incident management/response. To support success of the recovery effort the Sector MTSRU shall develop and maintain a strong working relationship with the State's DOT ESF-1 representatives.

5. **Operational Committees and Task Forces** – An incident may require the activation of various operational units or taskforces within and outside the command structure. The MTSRU Leader should identify such groups and engage them where possible. They may

include the Area Committee, Port Safety and Security Forum members, and State EMA/DOT/ESF-1, etc.

6. **MTS Recovery Unit Leader** – MTS Recovery Unit Leader – Type-1 and Type-2 events result in more complex MTS Recovery issues including the additional senior level involvement by Coast Guard and industry leadership. Incident Commanders should consider limiting the MTS Recovery Unit Leader position to an E-7 or above pay-grade when an event reaches this level. Type-1 and Type-2 events require stronger leadership skills and a greater understanding of MTS disruption impacts. Units should anticipate an increased involvement with senior maritime stakeholders, an increase in the size and scheduling of the MTSRU, and greater levels of District and Area information and coordination demands on the MTSRU. The MTS Recovery Unit Leader must have the experience and confidence to develop recovery strategies on a regional and national level, anticipate resource gaps and needs, and project the confidence that the Coast Guard is fully invested in the MTS Recovery mission.

TAB C: LIST OF ORGANIZATIONS TO PROVIDE SME ASSISTANCE

1. Southeast New England Organizations Providing SME Assistance – these organizations provide senior representation to support pre-planning and post-incident recovery support for port disruption incidents in the ports of Southeastern Massachusetts and Rhode Island.

Southeastern New England Federal Agency Representation		
Agency	**Name**	**E-Mail/Phone**
CBP	Joshua Cross	Joshua.w.cross@cbp.dhs.gov
EPA	Daniel Burgo	Burgo.Daniel@epa.gov
FBI	Sid Reda	Sid.Reda@ic.fbi.gov
DOT MARAD (NY)	Jeffery Flumigan	jeffrey.flumignan@dot.gov
NOAA	Colleen Roche	northeast.navmanager@noaa.gov
USACE CCC	John MacPherson	John.C.MacPherson@usace.army.mil
TSA		
U.S. Attorney RI	Brian Pires	brian.pires@usdoj.gov
U.S. Attorney MA		
U.S. Navy Supervisor of Salvage (SUPSALV)		Emergency Contact (202) 781-3889

Southeastern New England State of Massachusetts Representation		
Agency	**Name**	**E-Mail**
MEMA	James Mannion	james.a.mannion@mass.gov
MDEP	Dan Crafton	daniel.crafton@state.ma.us
MSP (Marine Unit)	James Concannon	james.concannon@massmail.state.ma.us
MEP	Matt Bass	matthew.bass@state.ma.us
New Bedford Port Authority	Ed Washburn	edward.anthes-washburn@newbedford-ma.gov

Southeastern New England State of Rhode Island Representation		
Agency	**Name**	**E-Mail**
RIEMA (Operations)	Tom Guthlein	thomas.guthlein@ema.ri.gov
RIEMA (Recovery)	Armand Randolph	armand.randolph@ema.ri.gov
RIDEM (Enforcement)	Dean Hoxie	dean.hoxsie@dem.ri.gov
RISP		Emergency Contact (401) 444-1000
RIBTA (Executive Director)	Buddy Croft	Buddy@ritba.org

Southeastern New England Port Stakeholder Representation Life-Line Ferry Systems		
Agency	**Name**	**E-Mail**
Steamship Authority	Jordan Babtiste	
Hyline Cruises	Gerry Poyant	
Interstate Navigation Block Island Ferry	Chris Myers	cmyers@blockislandferry.com
Prudence and Bay Island Transport	Ethan Rossi	
Cuttyhunk Ferry	Jonathan Billings	jono@cuttyhunkferryco.com

Southeastern New England Port Stakeholder Representation Petroleum Facilities		
Agency	**Name**	**E-Mail**
ExxonMobil	Justin Carr	justin.a.carr@exxonmobil.com
Shell / Motiva	Mike Sullivan	michael.j.sullivan@shell.com
Sprague	Larry Laverriere	llaverriere@spragueenergy.com
Global	Eric Johansen	ejohansen@globalp.com
Inland Fuels	Russel Lacey	InlandFuel@mindspring.com

Southeastern New England Port Stakeholder Representation Terminal Operators		
Agency	**Name**	**E-Mail**
ProvPort	Steve Curtis	scurtis@watersonllc.com
QDC/Davisville	Evan Matthews	EMatthews@Quonset.com
Fall River State Pier	Dian Butler	dianegbutler1@aol.com
New Bedford State Pier	Jessica Shahdan	jessica.shahdan@mass.gov

Southeastern New England Port Stakeholder Representation Local Stakeholders		
Agency	**Name**	**E-Mail**
McCallaster Towing	Gary Oliveira	goliveir@mcallistertowing.com
Northeast Pilots	Paul Costabile	pcostabile@nemarinepilots.com
AWO	George Lee	georgel@reinauer.com

Federal Representation

- *USCG Auxiliary*
- *Department of Defense*
- *U.S. Navy Supervisor of Salvage (SUPSALV)*
- *United States Army Corps of Engineers (USACE)*
- *Customs and Border Protection (CBP)*
- *Immigration and Customs Enforcement (ICE)*
- *Transportation Security Administration (TSA)*
- *Maritime Administration (MARAD)*
- *U.S. Environmental Protection Agency (EPA)*
- *USCG Atlantic/Pacific Area, Incident Management Assistance Team (IMAT)]*

State and Local Government Representation Recommendation

- *Pilots Association*
- *Port Authority*
- *State/Local Emergency Management*
- *Marine Police*
- *Fire Departments*
- *Local Law Enforcement*
- *Fish & Wildlife*
- *Public Health*
- *Department of Natural Resources*
- *Tribal Organizations*
- *Regional Business Development Agencies/Chamber of Commerce]*

Local Industry Representation Recommendation

- *Shallow-Draft Vessel Operators*
- *Deep-Draft Vessel Operators*
- *MTSA Facility Owner/Operators*
- *Other Facility Owner/Operators*
- *Terminal Owner/Operators*
- *Shippers and Freight Forwarders*
- *Trade Organizations*
- *Recreational Boating Associations*
- *Railroad Companies*
- *Trucking Companies*
- *Shipyards/Fleeting Operations*
- *Towboat Operators*
- *American Waterways Operators Representatives*
- *Marine Exchanges*
- *Maritime Associations*
- *Organized Labor (Stevedoring Companies, Union representatives)*
- *Vendors and Ship Chandlery Service Operators*
- *Mutual Aid/Co-Ops (spill response, security)*

- *Salvage Companies*
- *Local Law Enforcement & Public Safety Officers*
- *Commercial Fishing Co-Ops and Organizations*

TAB D: NORMAL PORT OPERATIONS

PORT OF POINT JUDITH, RI.

Port Overview: The Port of Point Judith, which is owned and managed by the Rhode Island Department of Environmental Management, is Rhode Island's largest commercial fishing port. The Port supports thousands of commercial fishing related jobs and the 230 vessels permanently berthed in Point Judith account for an average of $47 million in landings each year. It is also home the Interstate Navigation, Block Island Ferry with is the only lifeline ferry service transporting passengers and vehicles year round.

Entrance: Point Judith Harbor of Refuge on the west side of Point Judith, is formed by a main V-shaped breakwater and two shorearm breakwaters extending to the shore. The harbor is easy of access for most vessels except with a heavy southerly sea. The area within the V-shaped breakwater affords protected anchorage for small craft. The southern entrance to the Harbor of Refuge, known locally as the East Gap, is 400 yards wide; it has a controlling depth of about 20 feet with deeper water in the western half of the channel. The western entrance to the Harbor of Refuge, known locally as the West Gap, is 500 yards wide; it has a controlling depth of about 19 feet, with lesser depths on the north side of the entrance.

Pilotage: There is no pilotage needed to enter the port of Point Judith.

Channels: The southern entrance to the Harbor of Refuge, known locally as the East Gap, is 400 yards wide; it has a controlling depth of about 20 feet with deeper water in the western half of the channel. The western entrance to the Harbor of Refuge, known locally as the West Gap, is 500 yards wide; it has a controlling depth of about 19 feet, with lesser depths on the north side of the entrance.

Anchorages: There are no designated anchorages within Point Judith but it is a well-known and sought after safe haven for recreational and commercial fishing vessels during severe weather. Most vessels seek refuge behind the breakwaters that make up the Harbor of Refuge.

Regulated Facilities: There is one regulated facilities in the Port Point Judith. This is the Interstate Navigation Block Island Ferry terminal. Refer to CART for the most updated facilities EEI information.

Military: Point Judith is home to USCG Station Point Judith which is responsible for more than 100 miles of coast. The station also has a seasonal presence on Block Island during the summer months.

PORT OF QUONSET POINT/DAVISVILLE

Port Overview: The Port of Davisville at Quonset , which is owned and managed by Rhode Island's Quonset Development Corporation (QDC) which is responsible for the development and management of the Quonset Business Park and the Port of Davisville. Maritime operations consist of two large shipyards, RORO facility and a seasonal ferry facility.

Entrance: The entrance to Quonset Point and Davisville by commercial traffic are usually approached from East Passage, passing under the Newport Pell Bridge and taking the Recommended Vessel Route to the west until north of Conanicut Island.

Pilotage: Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Narragansett Bay and all ports of the waters of the State of Rhode Island. Federal and state pilots for Narragansett Bay are available from Northeast Marine Pilots, Inc.,
Office: 401–847–9050 (24 hours) or 1-800-274-1216
Fax: 401–847–9052
Email:dispatch@nemarinepilots.com.
Pilots board vessels 1.5 miles eastward of Narragansett Bay Entrance Lighted Whistle Buoy NB

Towing: Providence Steamboat is one of the oldest tugboat operations in New England. They provide a full range of ship assist services on Narragansett Bay including Jamestown Anchorage, Quonset, and Davisville, Rhode Island. The present fleet consists of one single screw and five twin screw tugs. Included in the latter is a new 4,000 HP conventional tug and a new 5,000 HP ASD tractor tug. The company operates from two locations with the office and dock at India Street in Providence , and a dock and maintenance facility off Shaw Street in Fall River Massachusetts.
Office: 401-331-1931 (24 hours) 401-331-1930 or 401-257-5006
Fax: 401-521-2450
Email: Providence@mcallistertowing.com

Channels: From Conanicut Point starts Quonaset Point Channel which leads westerly to a turning basin off Quonset Point. The federal channel continues in a northerly direction for approximately 3200 yards to the piers at Davisville. A controlling depth of about 33 feet can be carried in the channel to the turning basin. This is the primary route for all RORO's and other

commercial vessels enroute to Quonset Davisville. The west passage which passes west of Conanicut Island and under the Jamestown-Verrazano Bridge, is a secondary channel primarily used by ferry vessels and recreational boats. This channel can accommodate commercial vessels, although draft and air gap considerations must be taken into effect.

Anchorages: There is one designated anchorages that can accommodate the larger commercial vessels calling on Quonset Davisville. Anchorage A lies east of Conanicut Island, beginning at the easterly extremity of the Dumplings; extending 9° to a point at latitude 41°29′28″, longitude 71°21′05.5″; thence 356° for 5,350 feet; thence 24° for 5,700 feet; thence 12° for 1,100 feet; thence 311°30′ for 2,300 feet; thence 351° for 5,350 feet; thence 270° for 3,200 feet to the easterly side of Conanicut Island; thence generally along the easterly side of the island to a point on the easterly side of the island due west of the Dumplings; and thence due east to the point of beginning. This portion of the anchorage area to the northward of the approach of the Jamestown Ferry was restricted for the anchorage of vessels of the U.S. Navy. Due to the decrease in Naval vessel operations Anchorage A is used often by tank and bulk vessels for lightering and repairs due to is sheltered location.

Regulated Facilities: There are two regulated facilities in the Port of Quonset Davisville. They the RI Fast Ferry terminal and the RoRo facility at the piers in Davisville. Refer to CART for the most updated facilities EEI information.

RI Fast Ferry operates a seasonal service to Martha's Vineyard and tours of Narragansett Bay. It also is the operator of an offshore wind turbine service vessel that operates year round.

Davisville Piers RoRo facility ranks as one of the top 10 importers of autos in the country.

Facilities: There are two large maritime facilities in the Port of Quonset Davisville. They the General Dynamics Shipyard and SENESCO Shipyard. Refer to CART for the most updated facilities EEI information.

General Dynamics at Quonset Point.

SENESCO Shipyard

Bridges: There are two fixed bridges that cross Lower Narragansett Bay in the vicinity of commercial terminals receiving deep-draft vessel traffic. These bridges are the Newport Pell Bridge located on the East Passage and the Jamestown-Verrazano Bridge located three and a half nautical miles south of Quonset Point on the West Passage of Narragansett Bay. Table F-1 provides the name and Air Drafts of these key deep-draft bridges that might require U.S. Coast Guard assessment post-incident. For additional Bridge EEIs that may affect the MTS refer to the Bridge EEIs in CART.

Bridge	Vehicle Route	Navigable Waterway	Air Draft
Newport Pell Bridge	RI Route 138 Connecting Newport to Jamestown.	Narragansett Bay East Passage	Clearance through the center span is 213 feet A racon marks the center span of the bridge.
Jamestown-Verrazano Bridge	RI Route 138 Connecting Jamestown to Kingstown	Narragansett Bay West Passage	Clearance through the center span is 135 feet.

Military: Quonset Davisville was once one of the largest Naval Air Stations on the east coast. The air field and the adjacent facilities are still intact and is home to the RI Air National Guard 143rd Airlift Wing. USCG Station Castle hill has responsibility for CG operations in the port of Quonset Davisville.

PORT OF NEWPORT

Port Overview: The Port of Newport RI is known as a New England summer resort and is famous for its historic mansions and its rich sailing history and year round tourist events and attractions. It is also the home of Salve Regina University and Naval Station Newport, which houses the United States Naval War College, the Naval Undersea Warfare Center, and an important Navy training center. During the early spring and mid to late fall several high capacity cruise ships make a port call on the city for the day. Maritime operations consist of one small shipyard, and a seasonal ferry facility. Newport harbor is heavily populated with marinas, yacht club and private dockage to accommodate the high end recreational fleet.

Entrance: The entrance to Newport by commercial traffic is approached from East Passage, taking the Recommended Vessel Route to Anchorage D located just west of Goat Island. Cruise ships will anchor in this vicinity and shuttle passengers to Perotti Park Warf.

Pilotage: Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Narragansett Bay and all ports of the waters of the State of Rhode Island. Federal and state pilots for Narragansett Bay are available from Northeast Marine Pilots, Inc.,
Office: 401–847–9050 (24 hours) or 1-800-274-1216
Fax: 401–847–9052
Email:dispatch@nemarinepilots.com.
Pilots board vessels 1.5 miles eastward of Narragansett Bay Entrance Lighted Whistle Buoy NB

Towing: Providence Steamboat is one of the oldest tugboat operations in New England. They provide a full range of ship assist services on Narragansett Bay including Jamestown Anchorage, Newport Anchorage D, and Newport Naval Base, Rhode Island. The present fleet consists of one single screw and five twin screw tugs. Included in the latter is a new 4,000 HP conventional tug and a new 5,000 HP ASD tractor tug. The company operates from two locations with the office

and dock at India Street in Providence, and a dock and maintenance facility off Shaw Street in Fall River Massachusetts.

Office: 401-331-1931 (24 hours) 401-331-1930 or 401-257-5006

Fax: 401-521-2450

Email: Providence@mcallistertowing.com

Channels: Newport Harbor on the eastern side of East Passage, 3.5 miles above Beavertail Light. Its approach is well marked by navigational aids, and the harbor is of easy access day and night. Goat Island runs in a north-south direction, is a major pleasure boating center and divides Newport Harbor into an outer and inner harbor. The outer harbor, on the western side of Goat Island, is northward of The Dumplings and southward of Gould Island. The inner harbor is on the eastern side of Goat Island and extends along the western front of Newport

Anchorages: There is one designated anchorages that can accommodate the larger commercial vessels calling on Newport. Anchorage D lies west of Goat Island and north of Fort Adams.

Regulated Facilities: There is one regulated facility in the Port of Newport. Perotti Park Warf is used by several ferry services and by high capacity cruise ships calling on the port to shuttle passengers. Refer to CART for the most updated Facilities EEI information.

Bridges: There is one fixed bridge that cross Lower Narragansett Bay in the vicinity of deep-draft vessel traffic. The Newport Pell Bridge located on the East Passage of Narragansett Bay. Table F-1 provides the name and Air Draft of this key deep-draft bridge that might require U.S. Coast Guard assessment post-incident. For additional Bridge EEIs that may affect the MTS, refer to the Bridge EEIs in CART.

Bridge	Vehicle Route	Navigable Waterway	Air Draft
Newport Pell Bridge	RI Route 138 Connecting Newport to Jamestown.	Narragansett Bay East Passage	Clearance through the center span is 213 feet A racon marks the center span of the bridge.

Military: Naval Station Newport (NAVSTA Newport) is located in the city of Newport and the town of Middletown, Rhode Island. Naval Station Newport is home to the Naval War College, Naval Justice School, and Naval Undersea Warfare Center along with sixteen commands and senior service schools. It is the homeport to USCGC OAK (WLB-211) USCGC JUNIPER (WLB-201), USCGC IDA LEWIS (WLM-551), USCGC STEELHEAD (WPB-87324), USCG Electronics Support Detachment USCG Maintenance Augmentation Team and the NOAAS HENRY BIGELOW (R-225). USCG Station Castle Hill has responsibility for CG operations in the port of Newport.

PORT OF PROVIDENCE

Port Overview: The Port of Providence is second largest port in New England. Ships from around the world utilize the deep water federal channel, bringing products in from Central and South America, Europe, East Asia, Russia, Africa, Australia and New Zealand. Petroleum, asphalt, cement, LPG, coal, aluminum oxide, project cargoes and road salt are a few of the primary imports. Primary exports are scrap metals, automobile and project equipment and materials. Various other bulk products pass through the port, utilizing the intermodal opportunities presented by the interface of two major highways (Interstates 95 and 195), the deep water seaport, and a railway capable of supporting double stack service. Over 80 percent of the regions petro-chemical supplies pass through the port of providence. Maritime operations also consist of one small shipyard, a wastewater treatment plant and a seasonal ferry facility.

Entrance: The transit to Providence by commercial traffic consist of an eighteen mile transit from Brenton Reef, up the East Passage to the Providence River to Providence Harbor. This transit brings all vessels under the under the Newport Pell Bridge and intersects several ferry routes.

Pilotage: Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Narragansett Bay and all ports of the waters of the State of Rhode Island. Federal and state pilots for Narragansett Bay are available from Northeast Marine Pilots, Inc.,
Office: 401–847–9050 (24 hours) or 1-800-274-1216
Fax: 401–847–9052
Email:dispatch@nemarinepilots.com.
Pilots board vessels 1.5 miles eastward of Narragansett Bay Entrance Lighted Whistle Buoy NB

Towing: Providence Steamboat is one of the oldest tugboat operations in New England. They provide a full range of ship assist services on Narragansett Bay including Providence. In addition to assisting tankers, and tugs and barges in the petroleum trade, the company also works bulk cargos at the Providence Municipal dock, coal at local utility plants, the present fleet consists of one single screw and five twin screw tugs. Included in the latter is a new 4,000 HP conventional tug and a new 5,000 HP ASD tractor tug. The company operates from two locations with the office and dock at India Street in Providence, and a dock and maintenance facility off Shaw

Street in Fall River Massachusetts.
Office: 401-331-1931 (24 hours) 401-331-1930 or 401-257-5006
Fax: 401-521-2450
Email: Providence@mcallistertowing.com

Channels: From Brenton Reef transiting the Precautionary Area to the entrance to the East Passage, begins a nine mile northeasterly transit to the southernmost point of the Providence River. The Providence River transit is made up of seven reaches in a northwesterly direction for nine miles ending in the Providence Harbor. A controlling depth of 38 feet can be carried in the channel to Providence Harbor. These channels can accommodate commercial vessels, although draft and air gap considerations must be taken into effect.

Anchorages: There two designated anchorages that can accommodate the larger commercial vessels calling on Providence. Anchorage A lies east of Conanicut Island, and just north of the Newport Pell Bridge. Anchorage A is used often by tank and bulk vessels for lightering and repairs due to is sheltered location. Anchorage B lies on the easterly side of the East Passage Channel with the southernmost point lying 1000 yard north of Coddington Cove proceeding north for five miles ending at the junction buoy "SP". Anchorage B is often used by tank barge's awaiting dockage in the Port of Providence and several transport ships moving large motor vessels/yachts overseas.

Regulated Facilities: There are fourteen regulated facilities and one non-regulated facility in the Port of Providence. Refer to CART for the most updated information.

ProvPort: ProvPort, Inc., was created in 1994 for the dual purpose of holding and managing the asset formerly known as the Port of Providence (City of Providence Municipal Wharf). ProvPort was created as a 501(c) 3 nonprofit organization chartered in Rhode Island and holds the operating rights through 2036 where the land and improvements returns back to the City of Providence. In 2007, ProvPort entered into a Terminal Management Agreement designating Waterson Terminal Services ("WTS") as the general manager of ProvPort and as the exclusive stevedore at the port. In its capacity of port manager it takes on all responsibility for vessel scheduling, general management, and safety and capital improvements at the port.
ProvPort is anchored by eight regulated facilities, each of which utilizes the port for a distribution center within the New England area. Its tenants are primarily major companies with a long history at the port and in general.

Within ProvPort lie the following regulated facilities:

Hudson Terminal Corp: Located at 29 Terminal Road, Providence RI, the facility is a primary importer and distributor of liquid asphalt & asphalt products to the New England region. The total tank capacity for asphalt is 575,055 BBLS

Lehigh Cement: Located at 25 Terminal Road, Providence RI, the facility is a primary importer and distributor and is among the leading producers of bulk cement in North America. With plants and distribution terminals strategically located across the United States and Canada, they import a variety of cements, covering a range of ordinary portland cement for traditional uses.

Holcim Cement: Located at 139 Terminal Road, Providence RI, the facility is an importer and distributor of bulk cement in the Southeastern New England region.

McInnis Cement: Located at 139 Terminal Road, Providence RI, the facility is one of two maritime terminals operated in the US the other located in the Bronx, NY. An importer and distributor of bulk cement in the New England and NY region.

Schnitzer: Located at 55 Fields Point Drive, Providence RI, Schnitzer is a metals recycling company. They collect, process and recycle raw scrap metal (ferrous and nonferrous) and provide processed scrap metal to mills and foundries around the world. They operate multiple facilities across the U.S. and Canada. Their steel manufacturing facility transforms recycled

scrap metal into finished steel products such as reinforcing bar (rebar), wire rod, coiled bar, merchant bar and other specialty products.

Univar: Located at 175 Terminal Road, Providence RI, Univar is a Dutch company with its US headquartered in Kirkland, Wash. Univar USA distributes chemical products and services from more than 80 locations throughout the United States, The Providence facility imports and distributes caustic soda and other chemicals used in water treatment facilities and processing of public water supplies.

New England Petroleum Terminal: Located at 89 Ship Street, Providence RI, NEP receives and distributes #2 and #6 fuel oil, ULSD, B100 biodiesel and liquid asphalt. The total tank capacity for this facility is 575,055 BBLS.

SEA-3 Providence: Located at XX Ship Street, Providence RI (*Further detail once facility is approved for operations*)

Ports of America/The Grimaldi Group: Grimaldi has a direct Ro/Ro-container service between the USA and West Africa. The primary service from Providence is used automobiles. Grimaldi operates Grande-class Ro/Ro-Container vessels, each having a capacity of up to 800 TEU of containers, 2,000 linear meters of rolling freight and up to 2,000 cars. The service makes direct calls at Jacksonville, Savannah, Baltimore, New York, Providence and Boston in the US, and Dakar, Tema, Lome, Cotonou and Lagos in West Africa.

Additional Regulated Facilities located within the Port of Providence

Shell/Motivia: Located at 520 Allen's Avenue, Providence RI, Univar is a Dutch company with its US headquartered in Kirkland, Wash. Univar USA distributes chemical products and services from more than 80 locations throughout the United States, The Providence facility imports gasoline, diesel, ULSD, jet fuel and ethanol by tank ship and barge and brings in ethanol via rail. The facility also exports ethanol by tank barge. The total tank capacity for this facility is 1,546,487 BBLS.

Sims Metal Management: Located at 242 Allen's Avenue, Providence, RI. Sims Metal Management's scrap metal recycling yard specializing in ferrous & non-ferrous scrap metal and electronic recycling. The yard provides trucking and roll-off container services. The recycling center's processing capabilities include shearing and torch cutting. Complementary services offered include barge loading/receiving, bulk/ship loading, stevedoring and truck loading.

Sims also operates an unregulated facility that feeds the Allen's avenue site. It is located at 30 Fields Point Drive Providence Rhode Island inside the ProvPort facility: This Sims scrap recycling yard, purchases and processes ferrous & non-ferrous scrap metal and electronic scrap. The recycling center specializes in customized scrap management, stainless steel operations and bus, railcar & aluminum trailer recycling. Services offered by the scrap yard include industrial, obsolete & demo scrap and trucking & roll-off container services. Other services include demolition, dismantling and tolling processing. Processing capabilities of the yard include wet car processing, baling, mobile baling, car crushing, shearing and torch cutting. Complementary services offered by the yard include container loading, overseas container loading, rail car loading and truck loading.

Sprague Providence: Located at 144 Allen's Avenue, Providence, RI, Sprague Providence is a US based company operating nationwide and is diverse in all areas of energy distribution. The facility in Providence primarily handles No.2 HHO ULSD, No. 6 Oil with a total capacity of 644,807 BBLS. This facility conducts Dry Bulk handling and storage, mostly road salt distributed to the local region.

Shell East Providence: Located in East Providence, RI. The pier facility is located in Providence Harbor on the East Providence shoreline at the base of Fort Hill. A 8500 foot pipeline runs along the shoreline of the Seekonk River to a tank farm located at 100 Dexter Road. The facility primarily handles No.2 Oil and Dyed Diesel with a total capacity of 1,003,500 BBLS.

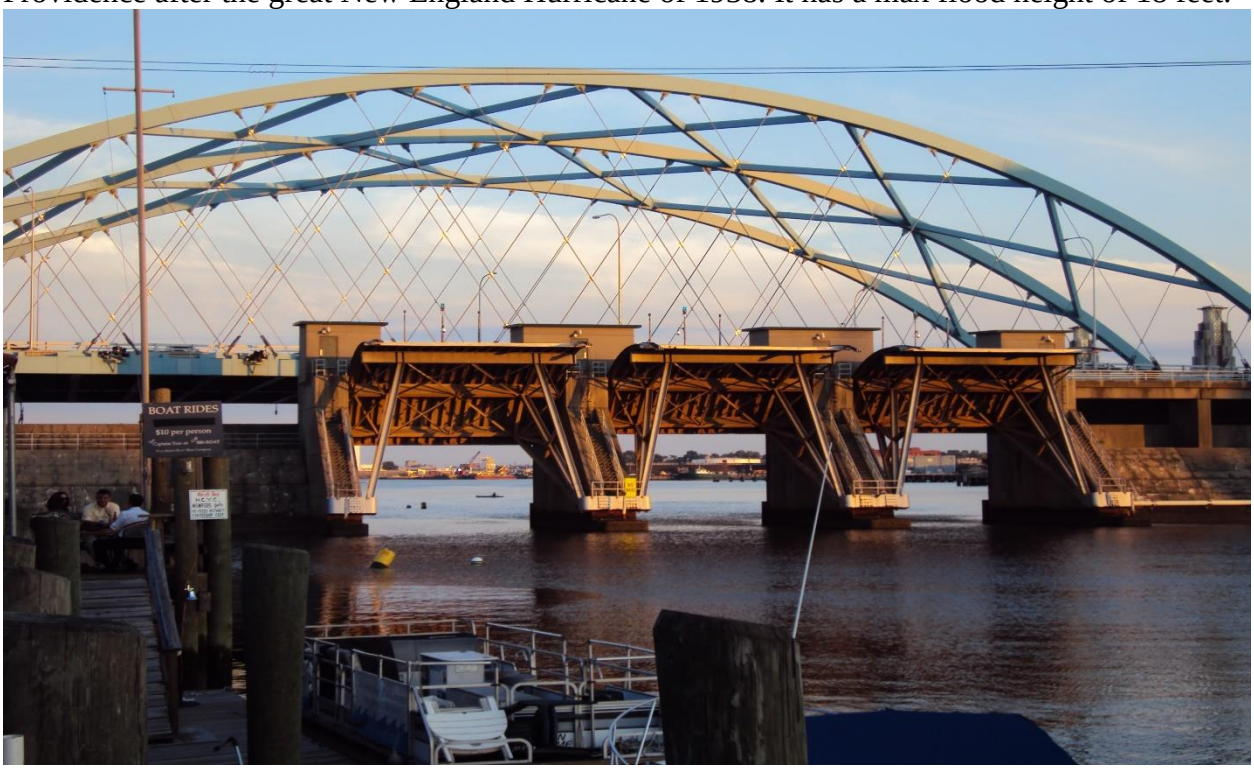
Shell East Providence Tank Farm

EXXONMOBILE: Located at 1001 Wampanoag Trail, East Providence, RI, is a US based company operating worldwide and is diverse in all areas of energy production and distribution. The facility in East Providence primarily handles Gasoline and Ethanol with a total capacity of 1,014212 BBLS. This facility also has pipeline transfer capabilities to Springfield Massachusetts.

India Point Park: A seasonal facility used by SEASTREAK ferry service from Providence to Bristol and Newport. The park also is a weekly stop for coastal cruise lines that make day stops to the City of Providence. Refer to CART for the most updated Facilities EEI information.

Fox Point Hurricane Barrier: The City of Providence is protected from flooding conditions by the Fox Point Hurricane Barrier. It has five 650,000 GPM pumps driven by 4,500HP electric motors on each pump. The site was constructed in the 1960's for the protection of downtown

Providence after the great New England Hurricane of 1938. It has a max flood height of 18 feet.



PORT OF FALL RIVER

Port Overview: The Port of Fall River is third largest port in Massachusetts. Currently, a major source of activity for the port is importing and exporting various household goods and vehicles to Cape Verde, Azores, Brazil and Haiti. The port is also home to Historical Battleship Cove two petro chemical facilities, one small shipyard and a seasonal ferry facility.

Entrance: The transit to Fall River by commercial traffic consist of an eighteen mile transit from Brenton Reef, up the East Passage to Mount Hope Bay to Fall River Harbor. This transit brings all vessels under the under the Newport Pell Bridge and Mount Hope Bridge. In Fall River most

if not all commercial facilities are located south of the Braga Bridge. The transit intersects several ferry routes.

Pilotage: Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Narragansett Bay and all ports of the waters of the State of Rhode Island and Massachusetts. Federal and state pilots for Narragansett Bay are available from Northeast Marine Pilots, Inc., Office: 401–847–9050 (24 hours) or 1-800-274-1216
Fax: 401–847–9052
Email:dispatch@nemarinepilots.com.
Pilots board vessels 1.5 miles eastward of Narragansett Bay Entrance Lighted Whistle Buoy NB

Towing: Providence Steamboat is one of the oldest tugboat operations in New England. They provide a full range of ship assist services on Narragansett and Mount Hope Bay's including Fall River and Tiverton. The present fleet consists of one single screw and five twin screw tugs. Included in the latter is a new 4,000 HP conventional tug and a new 5,000 HP ASD tractor tug. The company operates from two locations with the office and dock at India Street in Providence, and a dock and maintenance facility off Shaw Street in Fall River Massachusetts.
Office: 401-331-1931 (24 hours) 401-331-1930 or 401-257-5006
Fax: 401-521-2450
Email: Providence@mcallistertowing.com

Channels: From Brenton Reef transiting the Precautionary Area to the entrance to the East Passage, begins a nine mile northeasterly transit to the southernmost point of Mount Hope Bay. The Mount Hope Bay transit is made up of four reaches in a northeasterly direction for seven miles ending in Fall River. A controlling depth of 35 feet can be carried in the channel from the Mount Hope Bridge to Fall River. These channels can accommodate commercial vessels, although draft and air gap considerations must be taken into effect.

Anchorages: There two designated anchorages that can accommodate the larger commercial vessels calling on Fall River. Anchorage A lies east of Conanicut Island, and just north of the Newport Pell Bridge. Anchorage A is used often by tank and bulk vessels for lightering and repairs due to is sheltered location. Anchorage B lies on the easterly side of the East Passage Channel with the southernmost point lying 1000 yard north of Coddington Cove proceeding north for five miles ending at the junction buoy "SP". Anchorage B is often used by tank barge's awaiting dockage Port of Providence and several transport in the ships moving large motor vessels/yachts overseas. There are no designated anchorages north of the Mount Hope Bridge.

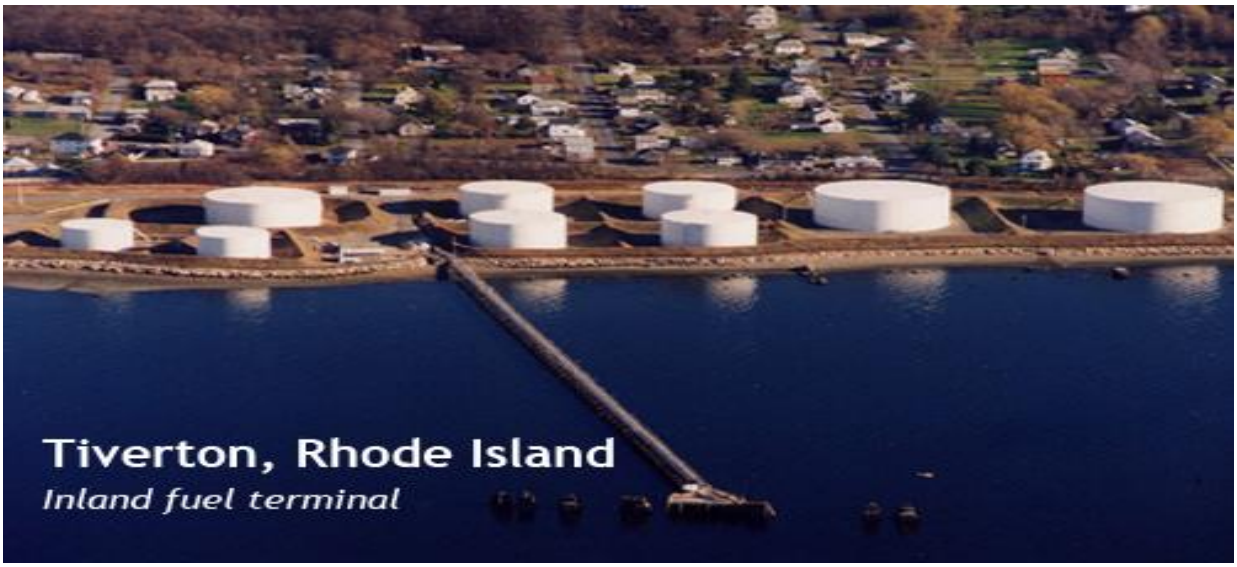
Regulated Facilities: There are three regulated facilities and one non-regulated facility in the Port of Fall River. Refer to CART for the most updated information.

Fall River Line Pier: The facility handles containerized cargo's being delivered to destinations such as Cape Verde, the Azores and Brazil. Vehicles are exported to foreign locals including Haiti, the Dominican Republic and other areas in the Caribbean Basin. The pier is also outfitted with a ramp to accommodate RO/RO operations. The seasonal operations for the Block Island Ferry are also run out of the facility as well as parking for vehicles.

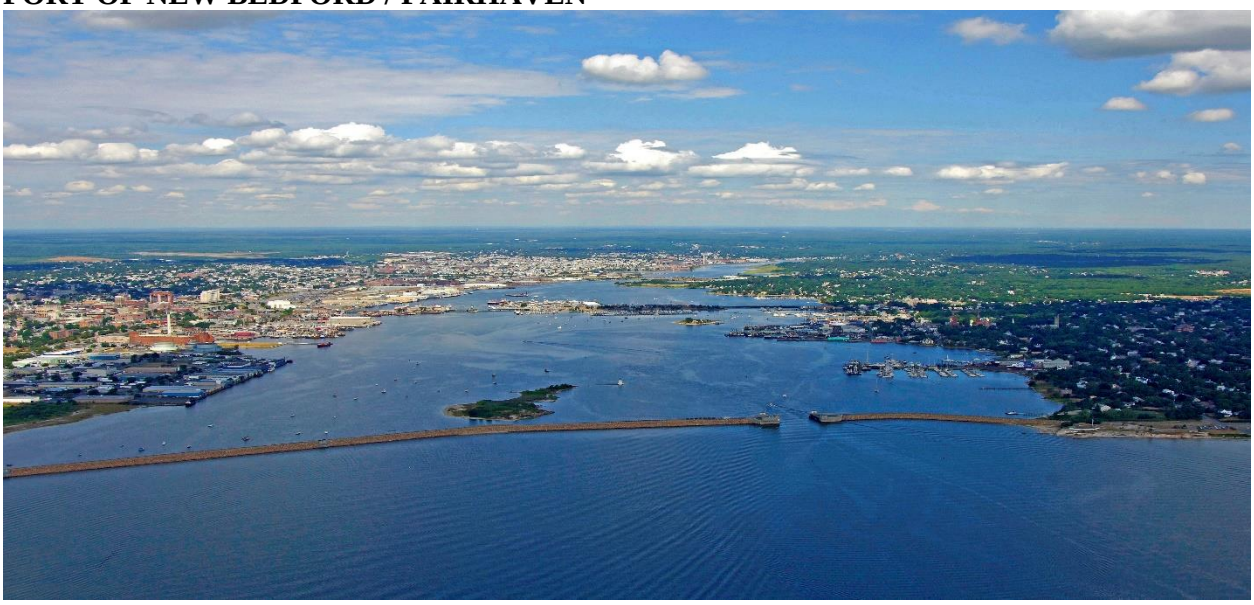
Borden & Remington Corp: BOREMCO is southeastern New England's leading chemical distributor, and provides other services including chemical manufacturing, chemical storage facilities, product distribution and transportation services including rail, trucking, and deep water

dock.

Inland Fuels: The Inland Fuel terminal is located in Tiverton RI just over the state line abutting the City of Fall River. The terminal supplies #2 HHO, ULSD, Dyed Diesel, Biofuels and Kerosene.



PORT OF NEW BEDFORD / FAIRHAVEN



Port Overview: The Port of New Bedford is the number one value fishing port in the nation generating direct business revenues of $3.3 billion and a total economic impact of $9.8 billion. New Bedford is home to over 200 maritime businesses, a commercial fleet of 500 fishing vessels, two interisland ferry services, an active cargo shipping industry, a cruising industry, bulk and break-bulk cargo facilities, and numerous shipyards and vessel repair facilities. Ferry services are available in the port, including passenger and cargo service to Cuttyhunk Island and passenger service to Martha's Vineyard. Launch, water taxi, and charter boat services also operate in the port. The port is also protected with a Hurricane Barrier operated and maintained by the Army Corps of Engineers. This makes the Port of New Bedford a highly desirable safe haven during heavy weather events.

E*ntrance*: The transit to New Bedford for commercial traffic consist of a fifteen mile transit from the entrance to Buzzards Bay, to the New Bedford Hurricane Barrier. This transit brings vessels up the Recommended Vessel Route in Buzzards Bay, a major marine highway for the petroleum industry.

Pilotage: Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Buzzards Bay and all ports of the waters of the State of Massachusetts. Federal and state pilots for Buzzards Bay are available from Northeast Marine Pilots, Inc.,
Office: 401–847–9050 (24 hours) or 1-800-274-1216
Fax: 401–847–9052
Email:dispatch@nemarinepilots.com.
Pilots board vessels 1.5 miles eastward of Narragansett Bay Entrance Lighted Whistle Buoy NB

Towing: Providence Steamboat is one of the oldest tugboat operations in New England. They provide a full range of ship assist services on Buzzards Bay Bay's including New Bedford and Fairhaven. The present fleet consists of one single screw and five twin screw tugs. Included in the latter is a new 4,000 HP conventional tug and a new 5,000 HP ASD tractor tug. The company operates from two locations with the office and dock at India Street in Providence, and a dock and maintenance facility off Shaw Street in Fall River Massachusetts.
Office: 401-331-1931 (24 hours) 401-331-1930 or 401-257-5006
Fax: 401-521-2450
Email: Providence@mcallistertowing.com

Channels: From Buzzards Bay Tower transiting the Recommended Route to the entrance to Buzzards Bay Channel, begins an eleven mile easterly transit to the southernmost point of the entrance channel into New Bedford. One the turn at the "BB" buoy is made, the transit is made up of three reaches in a northwesterly direction for eight miles ending in New Bedford Harbor. A controlling depth of 28 feet can be carried in the channel to the harbor. These channels can accommodate commercial vessels, although draft considerations must be taken into effect.

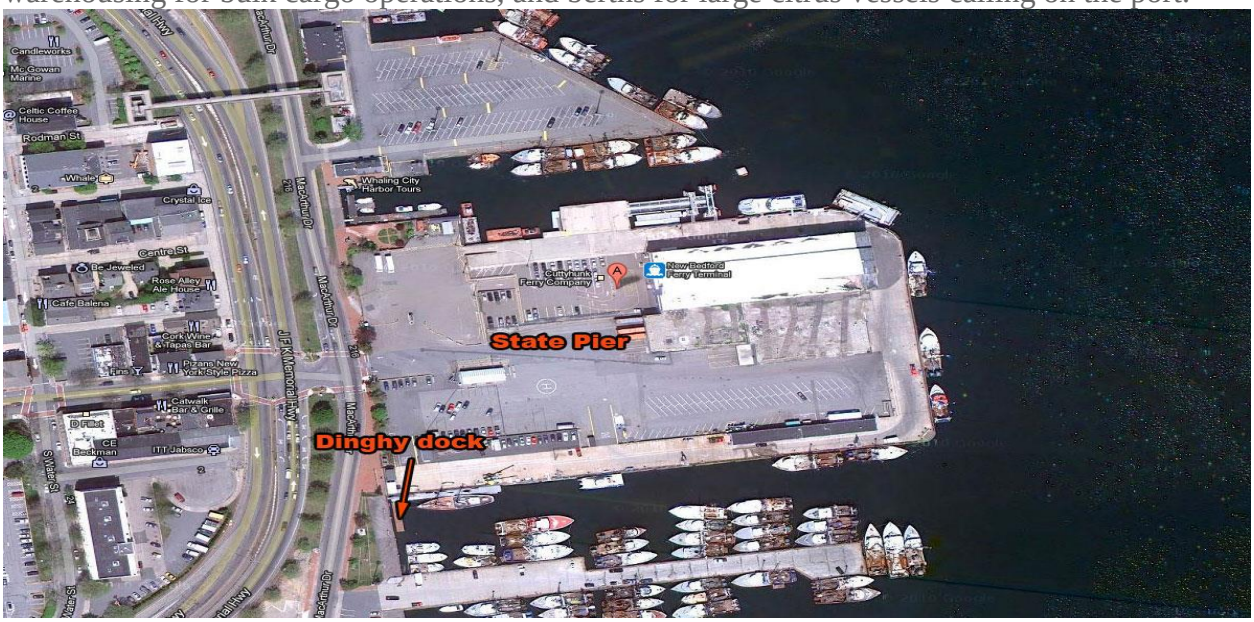
Anchorages: There is one designated anchorages that can accommodate the larger commercial vessels calling on New Bedford. Anchorage L lies southeast of the "BB" Buoy. Anchorage L is used often by tank and bulk vessels for repairs due to be sheltered location.

Regulated Facilities: There are four regulated facilities in the Port of New Bedford / Fairhaven. Refer to CART for the most updated information.

New Bedford Marine Commerce Terminal: A multi-purpose facility designed to support the construction, assembly, and deployment of offshore wind projects, as well as handle bulk, break-bulk, container shipping and large specialty marine cargo.

New Bedford State Pier: The pier is located on MacArthur Drive in New Bedford, MA. The site contains approximately 8 acres of land, and is used as the New Bedford **Ferry** Terminal,

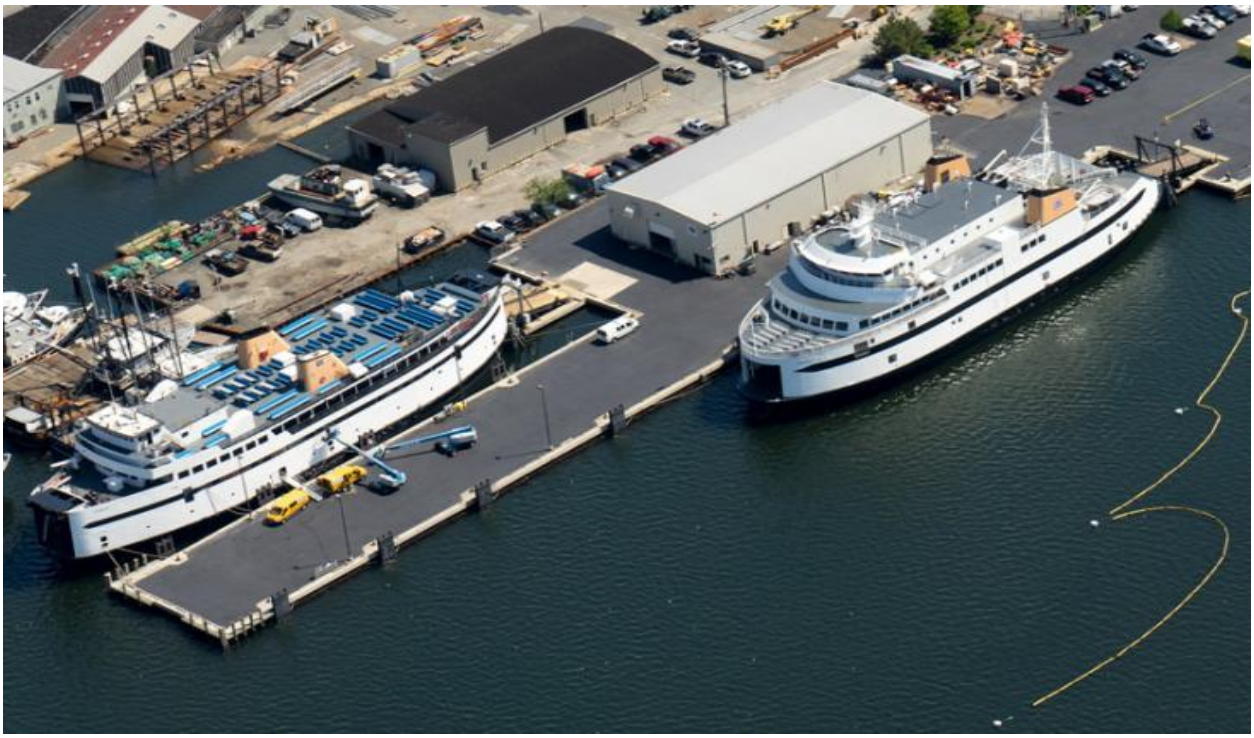
warehousing for bulk cargo operations, and berths for large citrus vessels calling on the port.



Sprague Energy: Sprague**'s** New Bedford, MA Terminal offers heating oil, Heatforce premium heating oil, ULS marine diesel and ULS premium marine diesel. Services include vessel fueling and liquid bulk storage. The terminal dock is 690' LOA liquid cargo, and 165' LOA for vessel fueling.

Steamship Authority Repair Facility, Fairhaven, MA: The Fairhaven facility is the primary maintenance yard for the SSA. It can accommodate all the ferry's that are operated by the SSA and

also can be used as a ferry terminal for the loading and unloading of vehicles in emergent situations.



New Bedford Hurricane Barrier: The New Bedford Hurricane Protection Barrier lies across New Bedford and Fairhaven Harbor. The barrier extending across the harbor consists of a 4,500-foot-long earthfill dike with stone slope protection. The barrier has a maximum elevation of 20 feet and a 150-foot-wide gated opening to accommodate commercial and recreational navigation. It also has two gated conduits that are each nine feet high and six feet wide. The extension dike starts at the western end of the main dike and stretches for 4,600 feet along Rodney French Boulevard East. It has a maximum elevation of 22 feet.

CAPE COD AND THE ISLANDS

the Cape and Islands host a diverse use of their parent waterways. Large commercial shipping vessels share the waterways with several ferry lines, one of the largest commercial fishing fleets in the country and in the summer months a robust recreational boating fleet. The Cape and Island have multiple regulated and non-regulated facilities ranging from fuel facilities to ferry terminals. It is also home to the Cape Cod Canal, one of the most strategic sections of the Atlantic Intercostal Waterway.

Port Overview: The Port of Cape Cod and the Islands (Nantucket & Martha's Vineyard) is a geographic cape extending into the Atlantic Ocean from the southeastern corner of mainland Massachusetts. Both the islands of Nantucket and Martha Vineyard lye several miles south of the cape and are dependent on the life line ferry systems operated from the Cape. The Cape Code Canal is a critical waterway for the petro-chemical industry. Over 80 percent of the northeast's home heating oil and other fuels transit the canal avoiding the treacherous route outside the Cape particularly during the winter months.

E*ntrance*: There are multiple channels used by all levels of commercial traffic to access the Cape and Islands. Large commercial traffic transiting the Cape Cod Canal use Cape Cod Bay or Buzzards Bay. Ferries transiting to the islands transit Vineyard Sound and Nantucket Sound and the approach channels leading into the multiple ferry terminals.

Pilotage: Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Buzzards Bay and all ports of the waters of the State of Massachusetts. Federal and state pilots for Buzzards Bay are available from Northeast Marine Pilots, Inc.,
Office: 401–847–9050 (24 hours) or 1-800-274-1216
Fax: 401–847–9052
Email:dispatch@nemarinepilots.com.
Pilots board vessels 1.5 miles eastward of Narragansett Bay Entrance Lighted Whistle Buoy NB

Towing: McAllister is one of the oldest tugboat operations in New England. They provide a full range of ship assist services on Buzzards Bay, Cape Cod Canal and it approaches. The present fleet consists of one single screw and five twin screw tugs. Included in the latter is a new 4,000 HP conventional tug and a new 5,000 HP ASD tractor tug. The company operates from two locations with the office and dock at India Street in Providence, and a dock and maintenance facility off Shaw Street in Fall River Massachusetts.
Office: 401-331-1931 (24 hours) 401-331-1930 or 401-257-5006
Fax: 401-521-2450
Email: Providence@mcallistertowing.com

Channels: From Buzzards Bay Tower transiting the Recommended Route to the west entrance of the Cape Cod Canal, begins a twenty six mile easterly transit to the west entrance of the Cape Cod Canal. From Cape Cod Bay, transiting south in the Recommended Route to the east entrance of the Cape Cod Canal, begins a six mile southerly transit to the east entrance of the Cape Cod Canal. A controlling depth of 35 feet can be carried in the Canal. These channels can accommodate commercial vessels. A controlling depth of 35 feet can be carried in the Canal. Although air draft considerations must be taken into effect due to the three bridges crossing the Canal.

Anchorages: There are four designated anchorages that can accommodate the larger commercial vessels transiting Buzzards Bay to the west entrance of the Cape Cod Canal. Anchorage "L" lies 2 nautical miles northwest of Naushon Island. Anchorage "M" lies 1 nautical mile southeast of West Island. Anchorage "C" lies 1 nautical mile south of Sipican Neck and Anchorage "D" lies 1/2 nautical mile south of Wings Neck. There are no designated anchorages in Cape Cod Bay.

All of the above listed anchorages are used by tank and bulk vessels for repairs or safe havens to avoid severe wind and sea conditions.

Regulated Facilities: There are several regulated facilities throughout the Cape and Islands. Refer to CART for the most updated information.

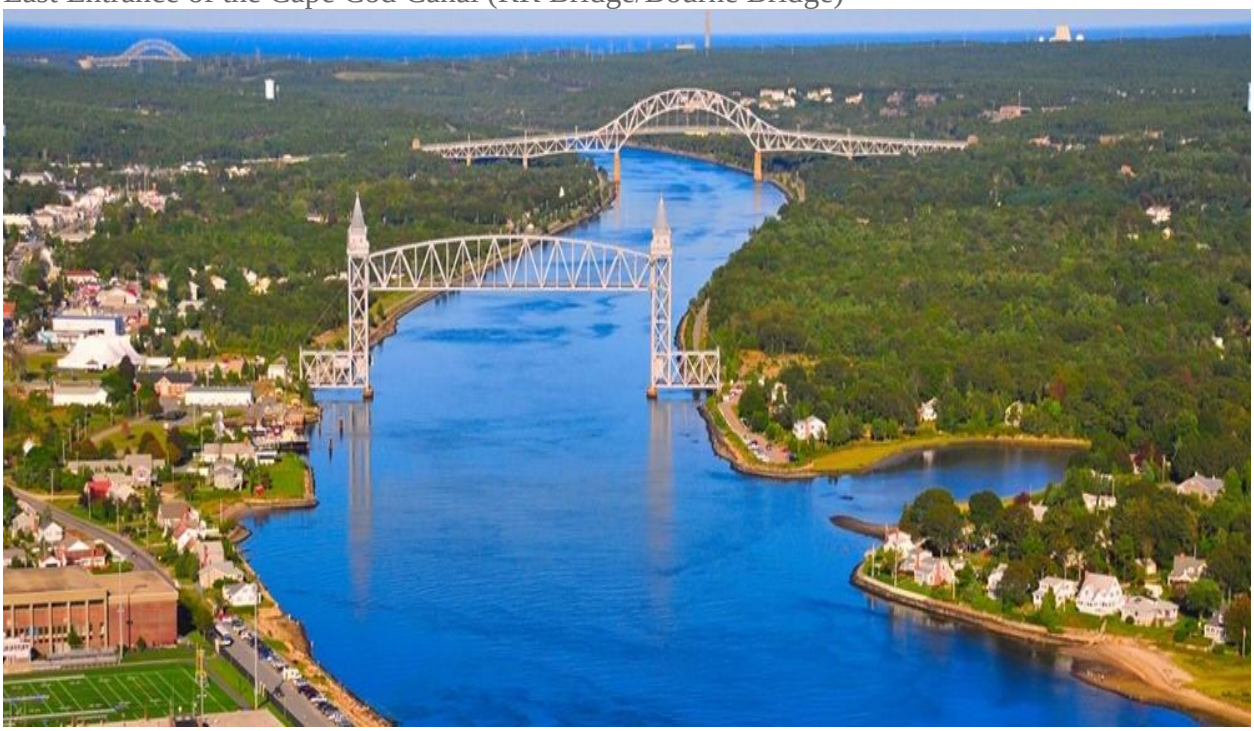
Bridges: There are two fixed bridges and one vertical lift bridge that cross the Cape Cod Canal. These bridges are the Cape Cod Railroad Bridge, the Bourne Bridge both located on the West end of the Cape Cod Canal. The Sagamore Bridge located on the east end of the Canal. All three bridges are owned and operated by the ACOE. Table F-1 provides the name and Air Drafts of these key deep-draft bridges that might require U.S. Coast Guard assessment post-incident. For additional Bridge EEIs that may affect the MTS refer to the Bridge EEIs in CART.

Bridge	Vehicle Route	Navigable Waterway	Air Draft
Cape Cod Railroad Bridge	Massachusetts Coastal Railroad and Cape Cod Central Railroad.	Cape Cod Canal	Clearance through the center span is 135 feet
Bourne Bridge	MA Route 25 Connecting to MA Route 28 on Cape Cod	Cape Cod Canal	Clearance through the center span is 135 feet.
Sagamore Bridge	MA Route 3 Connecting to MA Route 6 on Cape Cod	Cape Cod Canal	Clearance through the center span is 135 feet.

Military: Multiple Coast Guard Stations are responsible for CG operations surrounding the Cape and Islands.

Cape Cod Canal and the Bridges: The Cape Cod Canal is an artificial waterway in the U.S. state of Massachusetts connecting Cape Cod Bay in the north to Buzzards Bay in the south, and is part of the Atlantic Intracoastal Waterway. The approximately seven-mile-long canal traverses the narrow neck of land joining Cape Cod to the state's mainland. Most of its length follows tidal rivers widened to 480 feet and deepened to 35 feet at mean low water, shaving 135 miles off the journey around the Cape for its approximately 14,000 annual users.

East Entrance of the Cape Cod Canal (RR Bridge/Bourne Bridge)



West Entrance of the Cape Cod Canal (Sagamore Bridge)

Steamship Authority: SSA, is the statutory regulatory body for all ferry operations to and from the islands from the Massachusetts mainland, as well as being an operator of a lifeline ferry service from the mainland Cape Cod to the islands of Martha's Vineyard and Nantucket, and the only ferry operator to carry automobiles to the islands. The Authority also operates several freight vessels, thus serving as the main link for shipping any commercial goods and petro-chemicals to Martha's Vineyard and Nantucket that are not transported by air. The SSA operates two regulated facilities on the Cape. One on Nantucket and two on Martha's Vineyard. They also operate a total of 10 ferries making in access of 15,000 transits annually to the islands.

Hy-line Cruises: Hy-Line Cruises is a family owned and operated Massachusetts ferry and cruise company. The company currently operates the second largest passenger ferry service between mainland Cape Cod and the islands of Martha's Vineyard and Nantucket. Hy-Line operates one regulated facilities on the Cape. One on Nantucket and one on Martha's Vineyard. They also operate a total of 4 fast ferries making over 3,200 transits annually to the islands. Hy-Line is a passenger ferry service only and does not transport vehicles.


DOCK
2
NANTUCKET
HIGH-SPEED FERRY
STANDBY LUGGAGE ONLY

LIFELINE FERRY SYSTEMS:

Steamship Authority:
https://www.steamshipauthority.com
Operated as a quasi-state agency, In 1960, the Massachusetts legislature created the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority to provide for "adequate transportation of persons and necessaries of life for the Islands of Nantucket and Martha's Vineyard." This legislation empowered the Steamship Authority to acquire, maintain and operate a boat line between the mainland ports of Woods Hole (Falmouth) and Hyannis (Barnstable) and the Islands of Martha's Vineyard and Nantucket. The Steamship Authority is the largest ferry service to the Islands of Martha's Vineyard and Nantucket from Cape Cod. They are the only ferry service to provide daily departures for automobiles, and trucks caring critical cargos and petro-chemicals to the islands. Martha's Vineyard ferries depart from Woods Hole and Nantucket ferries depart from Hyannis. There is a seasonal high-speed passenger ferry, the *M/V Iyanough*, to Nantucket, dock-to-dock, in just an hour.
SSA operates nine vessels.

Hy-Line Cruises:
https://hylinecruises.com
Privately owned company operated by the Scudder family, Hyline Cruises was founded in 1960. Serving primarily the island of Nantucket year round, Hy-Line provides service to Martha's Vineyard and inter island routs during the summer months.
They operate four high speed ferry's, on three routes. Hy-Line provides an early morning departure to Nantucket year round catering to the off island labor force.

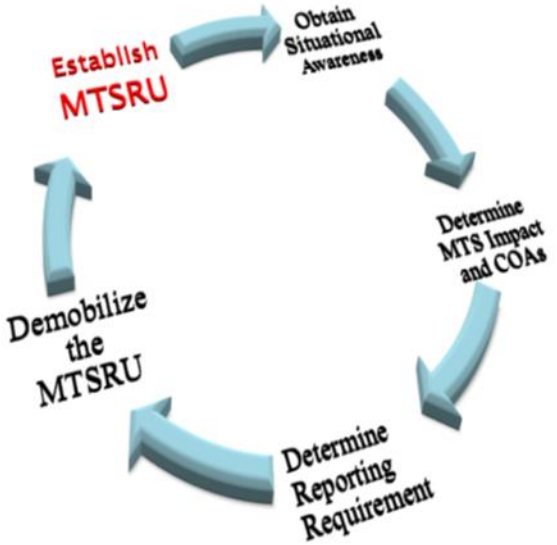
Interstate Navigation, Block Island Ferry:
https://www.blockislandferry.com/
Privately owned company, Interstate Navigation Company, Inc. operates the Block Island Ferry, and is the only year-round ferry service to Block Island. Based in Point Judith, (Narragansett), Rhode Island, the Block island Ferry offers Traditional ferry service, (55 minute voyage) as well as the fastest ferry trip from the mainland on the High speed ferry service, (30 minute cruise). BIF is the only ferry service that transports critical cargos and Petro-chemiclas to the island. They operate four conventional fraight ferrys and two high speed ferrys.

Prudence & Bay Island Transport:
https://www.prudencebayislandstransport.com/
Privately owned, Prudence & Bay Island Transport sole provider of ferry service to Prudence Island and holds the seasonal route for Hog Island. The company provides year round transportation for passengers and critical cargos to and from Prudence Island.
PBIT operates two conventional ferry's and the transit time from Bristol to PI is approximately 30 minutes.

Cuttyhunk Ferry Company:
http://www.cuttyhunkferryco.com/
Privately owned company serving the Island of Cuttyhunk year round. They operate one passenger ferry and can handle carry on freight. The winter month schedule is two days a week with a more robust operating schedule in the summer months. The ferry make dedicated hazmat trips dedicated for propane, gasoline in containers and diesel fuel.

SECTION 3: MTS RECOVERY MANAGEMENT

A. PURPOSE: This section outlines the process and procedures for the Incident Commander / Unified Command to ensure MTS Recovery Objectives are met, providing effective management of MTS Recovery operations in an all-hazard framework. It also defines and describes short-term recovery priorities and the transition to long-term recovery.



When an MTS event occurs there is a normal cycle to the incident management response. This cycle provides a pathway for the Planning and Operations Sections when considering strategies and tactics during incident management planning including key stakeholder involvement, execution of pre-identified priorities and procedures, and a seamless transition into a long-term restoration phase, when appropriate.

1. **Objectives** – Responses to all contingencies in the maritime domain must take into consideration the impacts of that response on the MTS. MTS Recovery achieves multiple objectives:

    a. Maintains open port concept,
    b. Mitigates impact on the MTS, trade, and the economy,
    c. Identifies resources, agencies involved, incident effects, and course of action for the recovery of maritime infrastructure,
    d. Prioritizes MTS Recovery operations,
    e. Identifies and prioritizes cargo streams,
    f. Coordinates with operational elements conducting salvage or marine debris removal operations, and
    g. Reports the status of the MTS through EEIs within CART.

B. PROCESS: MTS Recovery at the port level contributes to national goals and is guided by the policies and priorities of local and regional needs. Sector Southeastern New England will

engage and activate key port stakeholders and government agencies to ensure short-term recovery is considered during operational planning, recovery operations, and hand-off to other agencies for long term recovery action. To accomplish this Sector Southeastern New England will follow this process:

- Establishing the MTSRU,
- Obtaining situational awareness,
- Determining the impacts to the MTS and developing courses of action,
- Communicating the status of the MTS and recovery activities, and
- Demobilizing the MTSRU and transition into long-term restoration.

1. Recovery Task 1 - Establishing the MTSRU

a. The determination to establish the MTSRU is the responsibility of the Planning Section Chief (PSC) (or Incident Commander if there is no PSC) and will be based on factors including: the length of the interruption, scale of the interruption to the MTS, or MARSEC increases. Although all MTS disruption scenarios are different, and may require participation from myriad stakeholders, there are basic assumptions for each event. These assumptions include:

(1) The threat of a Transportation Security Incident (TSI) that causes an increase to Maritime Security (MARSEC) Level 3 and associated security measures will necessitate coordinated recovery measures among stakeholders to facilitate restoration of cargo flow, trade resumption, and economic recovery.

(2) Most transportation disruptions will occur with little to no warning, except for tropical weather systems for which prediction capabilities will provide advance indicators.

(3) Members have received appropriate training and have awareness of the priorities, procedures, and protocols of the plan. Port stakeholders will rapidly share information required for incident response, infrastructure preservation or repair, and post-incident recovery. The primary tool that USCG Sector Southeastern New England and stakeholder groups will use for its pre-incident planning and coordination is the Common Assessment and Reporting Tool (CART). This contains the set of Essential Elements of Information (EEIs) developed for the Sector Southeastern New England's AOR for MTS Recovery. The MTSRU, when activated, will use the EEIs in CART as its framework for operational planning during incident response The quality of EEI's and their utility to the port community is directly related to the quality, completeness, timeliness, relevancy, currency, and ease of use of the information provided by stakeholders.

(4) A written process exists to notify all members of the MTSRU that activation is required. Members have pre-determined roles and responsibilities with the MTRSU.

Upon determination that the MTSRU will be activated, the PSC, or appropriate Command and General Staff, will notify the MTSRU Leader and provide initial direction. This is vital to establishing a sound foundation of MTS Recovery reporting and should include at a minimum:

(1) Direction to activate the full or parts of the MTSRU,
(2) Estimate the duration of activation days,
(3) Location of Incident Command Post and MTSRU,
(4) Expectation for the MTSRU to be functional (stood up and operational),
(5) Expectation for stakeholder notification,
(6) Brief description of the disruption with copy of ICS-201 if possible,
(7) Incident Commander (IC) current objectives of the basic MTSRU Objectives, if established, and
(8) Expectation to attend the planning meeting at *[location/time]*.

b. The MTSRU will be established under the Planning Section as shown in Figure 3.1. As the Incident Command System is flexible and scalable, the MTSRU may be placed in other ICS positions to satisfy unique needs of the IC/UC. Moving the MTSRU to another ICS position should only be done when critically required to address unique elements in the recovery operation. MTS Recovery requirements will be addressed during the Incident Action Plan development cycle no matter the location of the MTS Recovery Unit within the organization.

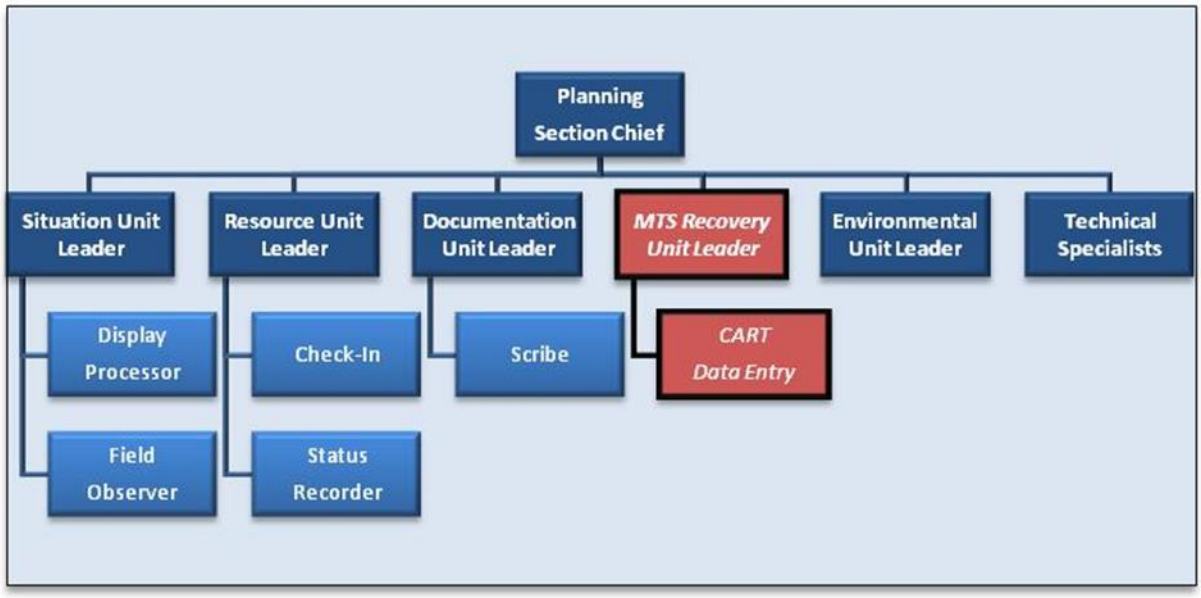


Figure 3.1 Example of ICS Organization including MTSRU

c. There are fundamental considerations that are essential to the MTSRU establishment process. Figure 3.2 is an extract from the Incident Management Handbook of the basic activities the MTSRU Leader shall consider when activating the MTSRU. This

checklist and an expanded checklist of MTSRU Activities are included as Tab F of Section 3 to this Plan.

Unit Leader Task	Unit Leader Activity	Description	Complete ✓
MTSL-1	Initial Assignment	Meet with PSC or IC (if no PSC) and receive initial briefing on MTSRU objectives. Identify the **Operations Section** units that may have been activated and determine sources of information for MTS Status. Identify location of the Situation Unit Leader (**SITL**) and review the initial Common Operating Picture (**COP**)	❑
MTSL-2	Initial Brief	Review **ICS-201** or existing **Incident Action Plan (IAP)** to determine size and complexity of incident. Visit Sector Command Center (**SCC**) or **SITL** for complete assessment of incident area and impact. Identify other agencies/groups that may have to be incorporated into the MTSRU.	❑
MTSL-3	Notify MTSRU	Access the appropriate WQSB for the MTSRU Staffing. Ensure the assigned representatives are contacted and notified of the initial meeting time and location. Initiate ICS-214 Activity Log.	❑

Figure 3.2 Example Extract from Unit Leader Checklist

d. MTSRUs will be established in a location that will provide sufficient space, access, and functionality to support the management of MTS Recovery Planning and Reporting. The space required to establish a functional MTSRU will vary from incident to incident and will depend on the number of personnel assigned and anticipated participation of industry stakeholders. The space should be adequate to accommodate the MTSRU for a minimum of at least 15 days and have the ability to expand if necessary. Some primary considerations for the space include:

- Space for a minimum of two (2) tables (30" x 48") and at least 4 chairs
- Space for small table for printer/Fax
- Access to electrical outlets
- Adequate lighting
- Telephone Line (2 phones) and dedicated Fax Line
- Private Space for Industry Discussions
- Close Proximity to Situation Unit
- Internet Access/Access to the CGDN (if not available use portable Hot Spot for wireless)]

The location for the Incident Management Team including the MTS Recovery Unit are noted below.

(1) The primary location for the MTS Recovery Unit or MTS Recovery Branch is the Sector Southeastern New England IMT spaces established at the Sector East Providence Campus. This location provides protection up to Category IV Hurricanes, emergency power, kitchen and sanitary facilities, and all support services required to maintain operations for the number of required days. Located at ***20 Risho Avenue, East***

Providence, RI, the facility provides sufficient parking, access, for supporting agencies and stakeholders.

(2) The secondary location for the MTS Recovery Unit or MTS Recovery Branch is the Sector Southeastern New England IMT spaces established at the Sector Woods Hole Campus. This location does fall in a flood zone during severe weather events so utilizing this space during a weather event must be looked at carefully, It is outfitted with emergency power, access to the Sector Southeastern New England Command Center (SCC), limited berthing for 24/7 operations, galley and sanitary facilities, and all support services required to maintain operations for the number of required days. Located at ***1 Little Harbor Road, Woods Hole, MA.*** The facility provides sufficient parking, and security for supporting agencies and stakeholders. access, for supporting agencies and stakeholders.

Figure 3.3 is an example of a standard MTSRU footprint within the Incident/Unified Command.

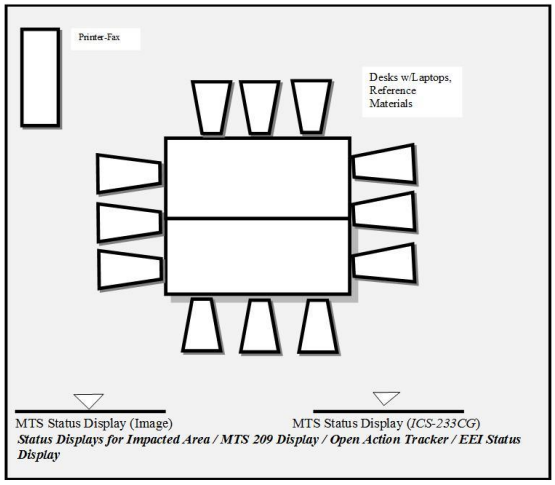


Figure 3.3 Example MTSRU Space Organization

e. MTSRUs can function only when appropriately supported with resources and materials to ensure sustained operations for a minimum of 48 hours before resupply is required. Standard MTSRU Go-Kits or ICS MTSRU Kits are located at the East Providence Campus in the MTSR office and the Primary Kit is located at the home of the MTSR Specialist for the Sector.

f. The MTSRU is comprised of key USCG members, port stakeholders, State and local Emergency Response managers, and other critical maritime response and recovery representation as determined in the pre-event planning environment. Sector Southeastern New England will activate its USCG Personnel using the process and protocols outlined below:

(1) USCG Personnel Notification: USCG Sector Southeastern New England utilizes the Alert Warning System (AWS) for immediate notification to IMT membership

that an incident has occurred that requires activation of the IMT including the MTS Recovery Unit. The SCC will notify Command Staff members of the IMT activation via AWS and include specific details in the messaging including the scenario and key milestones for meeting and establishing the IMT.

(2) Port Stakeholder/State-Local Government/Other Government Agency: USCG Sector Southeastern New England utilizes the same AWS notification process for the activation of the MTSRU. The USCG SCC is the primary communication node for sending out the Port Stakeholders. The alternate communication manager for activation of the MTSRU will be the Port Security Specialist (PSS) Recovery/Salvage at Sector Southeastern New England who maintains the membership roster and contact information.

2. Recovery Task 2 - Obtaining Situational Awareness

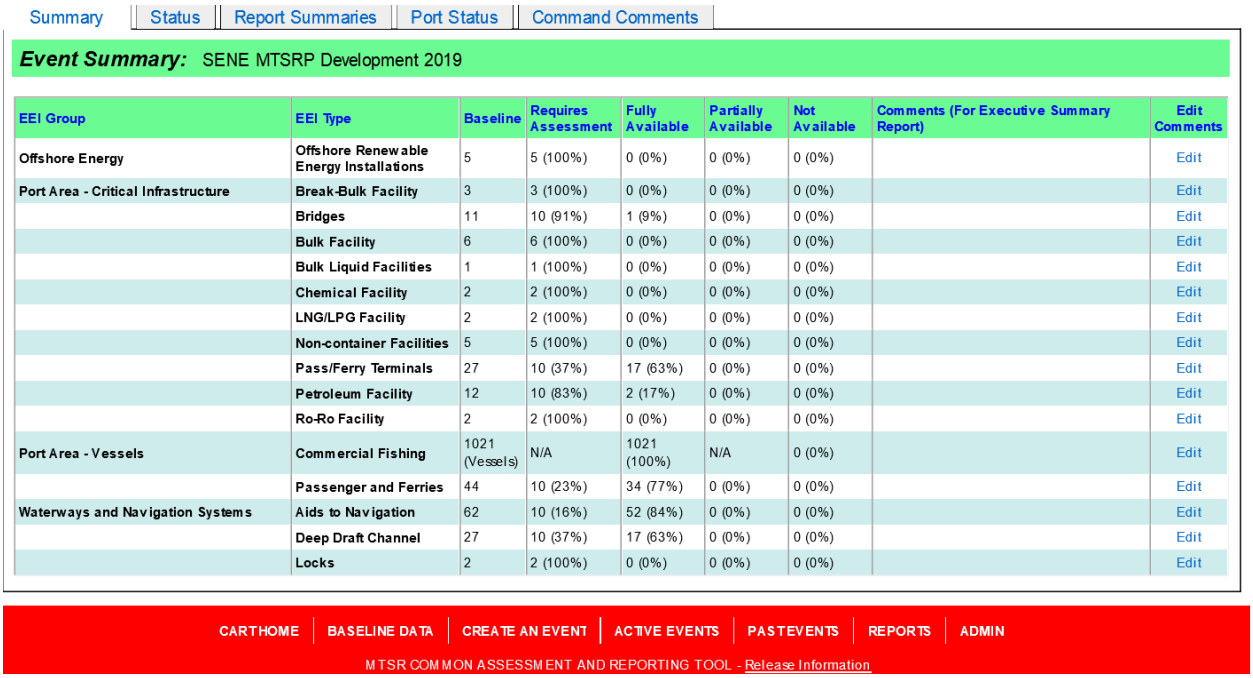
MTSRU or MTS Branch personnel will obtain overall situational awareness of the MTS, the impacted area, and any area that could be potentially impacted. This will require outreach to different Sections or Units within the Incident/Unified Command as well as industry. In many disruption scenarios, this will also require physical assessment of key infrastructure elements to determine their operational status.

It is likely that some types of assessments during the Emergency Response Phase were conducted by first responders. It is important to gain access to this initial assessment information to start developing the overall operational picture for the IMT. All MTSRU personnel will:

a. Receive initial briefing on the incident from the MTSL, SITU, PSC, or Command Duty Officer. Review current ICS-201 and/or IAP for overview of command objectives and current operations. The determination of the location of the MTSRU within the IMT will be made at this time.

b. Review the Captain of the Port Southeastern New England's MTS Recovery Plan's pre-established processes, procedures, and priorities. This is a critical step in gaining situational awareness. Based on the scenario, the identification or development of specific Branches, Divisions, or Groups in the Operations Section to conduct assessments will be developed at this stage based on the type of MTS disruption event.

c. Determine which EEI category(s) have been affected. Develop the impact area for the MTS disruption and possible EEI Categories within that area that may have experienced some type of disrupting affects. For nearly any event that disrupts the MTS anywhere in the Sector Southeastern New England's AOR, **16** Categories of EEI's will likely require USCG activity at some level to determine the operating status. Figure 3.9 below lists the basic EEI Types that should be considered for assessment and to receive the appropriate operational tasking via an ICS-204.



Summary | Status | Report Summaries | Port Status | Command Comments

Event Summary: SENE MTSRP Development 2019

EEI Group	EEI Type	Baseline	Requires Assessment	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Offshore Energy	Offshore Renewable Energy Installations	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
Port Area - Critical Infrastructure	Break-Bulk Facility	3	3 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bridges	11	10 (91%)	1 (9%)	0 (0%)	0 (0%)		Edit
	Bulk Facility	6	6 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bulk Liquid Facilities	1	1 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Chemical Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	LNG/LPG Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Non-container Facilities	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Pass/Ferry Terminals	27	10 (37%)	17 (63%)	0 (0%)	0 (0%)		Edit
	Petroleum Facility	12	10 (83%)	2 (17%)	0 (0%)	0 (0%)		Edit
	Ro-Ro Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
Port Area - Vessels	Commercial Fishing	1021 (Vessels)	N/A	1021 (100%)	N/A	0 (0%)		Edit
	Passenger and Ferries	44	10 (23%)	34 (77%)	0 (0%)	0 (0%)		Edit
Waterways and Navigation Systems	Aids to Navigation	62	10 (16%)	52 (84%)	0 (0%)	0 (0%)		Edit
	Deep Draft Channel	27	10 (37%)	17 (63%)	0 (0%)	0 (0%)		Edit
	Locks	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit

CARTHOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PAST EVENTS | REPORTS | ADMIN

MTSR COMMON ASSESSMENT AND REPORTING TOOL - Release Information

Primary EEI Categories for Assessment

Figure 3.4 Port Status Information

d. Recommend to Operations Section the Port Area Critical Infrastructure and Waterways and Navigation Systems to consider for assessment. During a Heavy Weather event the pre-assigned CG Units and Groups assigned assessment tasking will use the pre-developed as part of the ICS-204 Mission Assignment.

e. Coordinate with stakeholders. Sector Southeastern New England has identified a trained cadre of maritime professionals to support Critical ATON Assessment in the major ports and waterways. This Division will be activated in support of CG assets who are tasked with conducting or managing post-incident ATON Assessment.

f. Assign Harbor Safety and assessment teams to develop initial situational awareness. The personnel assignments and assigned resources will be provided to the Divisions/Groups/Teams in the ICS-204a attached to the ICS-204 Assignment will be built around the units AOR for the assessment of Critical Infrastructure, ATON, and Waterways.

g. Coordinate the use of alternative equipment support from local stakeholders. Local and State Law Enforcement Agencies and municipal Fire Departments have received significant funding via the Port Security Grant Program to purchase underwater survey equipment including side-scan sonar technologies. In addition to these assets, NOAA's survey team NRT-5 located in Staten Island NY along with USACOE, if available, can support channel assessment operations. During incidents that require the establishment of an Area Command at the Coast Guard First District to manage resources, this will be coordinated with the D1 MTS Recovery Support Cell (MTSRC) and the USACE using the Request for Forces process. The MTS Branch Director will coordinate and identify the available assets post-incident to support critical infrastructure surveys including:

- Piers, wharves, and docks associated with cargo, fuel and fuel operations at commercial facilities;
- Assessment of known shoaling areas; and
- Assessment of identified or suspected obstructions in navigable channels or alongside commercial piers, wharves, and docks.

Port Survey Teams			
Team	**Focus/Task**	**Area/Location**	**Report to:**
USCG Assets			
USCG Sta Castle Hill 1	PWCS/MER/ATON	Narr Bay East Passage	SCC
USCG Sta Castle Hill 2	PWCS/MER/ATON	Narr Bay West Passage / Quonset Davisville	SCC
USCG Sta Point Judith	PWCS/MER/ATON	PJ Hbr BI Old Hbr	SCC
USCG Sta Point Judith	BI Wind Turbines	Block Island	SCC
USCG ANT Bristol 1	PWCS/MER/ATON	Providence River	WWM/SCC
USCG ANT Bristol 2	PWCS/MER/ATON	Mount Hope Bay	WWM/SCC
USCG Sta CCC 1	PWCS/MER/ATON	CCC/Hog Is/Cleveland Ldg	SCC
USCG Sta CCC 2	PWCS/MER/ATON	CCC East Entrance	SCC
USCG Sta Menemsha 1	PWCS/MER/ATON	New Bedford Apprch/Hbr	SCC
USCG Sta WH 1	PWCS/MER/ATON	WH to Vineyard Haven	SCC
USCG Sta WH 2	PWCS/MER/ATON	Lewis Bay/Nantucket Snd	SCC
USCG Sta Brant Pt	PWCS/MER/ATON	Nantucket Hbr and Aprch	SCC
USCG Sta Chatham	PWCS/MER/ATON	Chatham Hbr/Stage Hbr	SCC
USCG Sta P-Town	PWCS/MER/ATON	P-Town Hbr and Aprch	SCC
USCG ANT WH	PWCS/MER/ATON	Woods Hole Pass	WWM/SCC
USCGC (WPB)	PWCS/MER/ATON	Buz Bay Recommended Route BB By to Clev Ldg	SCC
Sector EP HARPAT 01	Oil/Hazmat/Wrecks/ MTSA/ISPS/Facility Status	Providence Harbor	IMD/NRC
Sector EP HARPAT 02	Oil/Hazmat/Wrecks/ MTSA/ISPS/Facility Status	Quonset Davisville	IMD/NRC
Sector EP HARPAT 03	Oil/Hazmat/Wrecks/ MTSA/ISPS/Facility Status	East Bay/Aquidick Is /Newport	IMD/NRC
Sector EP HARPAT 04	Oil/Hazmat/Wrecks/ MTSA/ISPS/Facility Status	Point Judith / Block Is	IMD/NRC
MSD NB HARPAT 01	Oil/Hazmat/Wrecks/ MTSA/ISPS/Facility Status	Fall River /Tiverton	IMD/NRC
MSD NB HARPAT 02	Oil/Hazmat/Wrecks/ MTSA/ISPS/Facility Status	New Bedford / Fairhaven	IMD/NRC
MSD CC HARPAT 01	Oil/Hazmat/Wrecks/ MTSA/ISPS/Facility Status	CCC/ Buzz Bay/Woods Hole	IMD/NRC
MSD CC HARPAT 02	Oil/Hazmat/Wrecks/ MTSA/ISPS/Facility Status	Lewis Bay/ Barnstable Hbr/ Outer Cape	IMD/NRC
Port Partners			
NE Pilots	Waterway Impact Surveys	SENE- All Zones	SCC
ACOE CCC	Waterway Impact Surveys/ Bridge Status	Cape Cod Canal	SCC
RIBTA	Bridge Status	Pell/Mt Hope/Sakonnet	WWM

RIEMA - ESF 1	Transportation	Roads/Rail/Infrastructure	WEBEOC / SCC
MEMA – ESF 1	Transportation	Roads/Rail/Infrastructure	WEBEOC / SCC
Narr Bay Marine Task Force	Waterway Impact Surveys	RI Waterways	SCC
Buzz Bay Marine Task Force	Waterway Impact Surveys	Buzzards Bay CCC Aprch	SCC
Cape Cod Marine Task Force	Waterway Impact Surveys	Cape & the Islands	SCC
Cape & Islands Harbormasters Assn	Waterway Impact Surveys	Cape & the Islands	SCC
USACE Nav. Team	Federal Navigation Channels	Impacted Areas	WWM

h. Conduct aggressive outreach to maritime stakeholders. Conduct scheduled conference calls with port partners and maritime stakeholders to determine the status of the MTS, and current critical cargo needs within the port and the region. The Captain of the Port will leverage the maritime expertise of the MTSRU membership in recovery planning and the development of operational priorities and courses of action (COA).
Provide Operational Briefs for their agency;
   - Identify key areas of concern;
   - Identify key vessel movement, anchorage, or other requirements for both inbound and outbound vessel traffic;
   - Identify priorities based on product levels and facilities status within the Captain of the Port Southeastern New England Zone.
   - Solicit feedback from industry regarding the operational status and priorities of a particular facility using form CG-11410A (2018). It is available on HOMEPORT and the completed form shall be emailed to MTSRU mailbox.
   - Identify minimum meeting/conference call schedule required for the incident;
   - Provide recommended COAs or resources available to support MTS Recovery

i. Compare the status reports from field assessment teams and information from port partners against the CART baseline data. Open and create an event in CART and input initial information. Ensure port and harbor status information (Open, Open with Restrictions, Closed) is updated on the unit's HOMEPORT page with any amplifying information.

j. Maintain a near real-time update to CART and HOMEPORT. The construct of the IMT and location of the MTSRU will determine how the staffing will be accomplished for the MTSRU. The MTS Branch within Operations Section or MTS Recovery Unit within Planning will resource and assign a trained USCG representative to update and maintain CART. At a minimum, EEI Status information will be near real-time with updates being made when status information is received within the IMT. The MTS Report Summaries in CART are critical to the overall description of the MTS Recovery actions, key MTS Recovery issues affecting the local/regional/national interests, and Future Plans. The Report Summaries will be updated at a minimum within the guidelines and Battle Rhythm provided by District (if a District IMT is established).

The MTSRU will follow the Sector Southeastern New England's MTS Recovery SOP, Annex X to this plan, for detailed guidance on data entry and Report Summary format.

HOMEPORT is a vital link to stakeholders who are not part of the IMT or members of the MTSRU. The MTS Branch is responsible for the maintenance and update of critical MTS Recovery-specific information in HOMEPORT including Port Status, MSIBs, update on MARSEC or Port Conditions to coincide with Port Status.

k. In coordination with the Situation Unit Leader, develop/update incident command post situational display. Utilize CART GIS overlays, CART Executive Summary ICS-209, and photos of infrastructure damages. Maps, charts, and status boards will greatly aid situational awareness of MTSRU members, as well as other members of the IC/UC organization.

3. **Recovery Task 3 - Determine impact to the MTS and Develop Courses of Action.**

MTS recovery recommendations are provided to the Incident Commander from the MTSL. Determining how to prioritize the recovery of waterways, facilities, and the flow of cargo in the region will be a significant and long running task of the MTSRU. The priorities of the Unified Command regarding opening waterways and supporting infrastructure may affect local and national economies, as well as the national defense posture and other regional recovery efforts. These decisions may also be influenced by the impact to international commerce.

When assessing the impact of the MTS and developing associated courses of actions (COAs), the following should be considered:

a. Determine the extent of the disruptions to the MTS. After assessing the status of the baseline EEIs, identify the impacts to cargo flow, vessel movement, critical infrastructure and waterways according to the priorities.

b. Determine priorities. Section 2.B to this plan identifies planning priorities, which need to be considered when developing COAs. Many factors could amplify, modify, or reprioritize these lists both before and during an incident. Incident specific infrastructure recovery priorities must be communicated to the Operations Section of the IC/UC during Planning Meetings. The following information on cargo, infrastructure and vessel priorities will assist in this development.

(1) Cargo Priorities. For the purpose of advance planning, guidelines for understanding potential National-Level needs and priorities have been established in a joint protocol developed by USCG and Customs & Border Protection (Ref. (p)).. These priorities are in order and have all been assigned a weighted score within the **Vessel Arrival**

Scoring and Prioritization Tool (VASPT).

Cargo Priorities for the Captain of the Port Southeastern New England are divided into two groups; national-Level Cargo and Regional / Local-Level Cargo Priorities. Based on the type of interruption event and length of any potential vessel movement delays, the MTSRU shall coordinate and develop a prioritized vessel movement and cargo movement scheme that will align with the national, regional, and local priorities.

- National response supplies
- National recovery supplies
- National defense materials
- Other national priority cargo
- Local response supplies
- Local recovery supplies
- Local fuels and energy cargo
- Local consumption food
- Other local priority cargo
- All other cargo

National Level Cargo Priorities

Department of Homeland Security

(2) Infrastructure Recovery Priorities. Local pre-incident infrastructure recovery priorities have been developed with input from local industry and agency stakeholders. The MTSRU should develop a list of infrastructure priorities based on the extent of impact and information within Section 2.B.

(3) Vessel movement. When developing vessel movement priorities, the MTSRU will take into account vessel characteristics (cargo, draft, height, port state, security restrictions, or stability issues), waterway restrictions (draft, air gap, visibility, sea state, tug and pilotage requirements), as well as facility restrictions (berth availability, power, security, availability of labor).

The MTSRU may use the Vessel Arrival Scoring and Prioritization Tool (VASPT), located in MSTRU CG Portal site, to score transiting vessels. The VASPT is a risk-based and weighted scoring system that takes into consideration the cargo, facility status, operating restrictions, and any security or safety issues inherent with the vessel itself. The results of the VASPT are not final and are designed solely to provide a discussion for any prioritization scheme.

Prioritization in the Port of Providence/Quonset Davisville is typically managed through a collaboration between shipping agents, terminal operators and the Northeast Pilots Pilot Association. However, in the event of a conflict, the MTSRU will evaluate the vessel's criteria for urgency and provide recommended vessel queue priorities to the Incident/Unified Command.

c. Identify industry solutions. Industry will make decisions on the movement of their cargo and the operations of their facilities. This may include automatic rerouting of cargo

vessels to ports outside the incident area or the use of trade alliances to offload cargo at a competitor's terminal. Industry SMEs in the MTSRU will have access to this information. The MTSRU should be prepared to report on vessel or cargo diversions.

4. **Recovery Task 4 - MTS Status Reporting**

The primary mission of the MTSRU is to provide accurate and timely status reporting of the MTS and effectiveness of the operations. Status reporting will be accomplished through CART in accordance with USCG policy.

CART is the primary MTS recovery communication tool within the USCG. In addition to internal reporting through CART, there are external communication nodes that the MTSRU will be required to maintain and validate for accuracy. These include HOMEPORT and WEBEOC for both the State of Rhode Island and Massachusetts. Captain of the Port Southeastern New England will ensure the internal and external MTS Status Reporting expectations are met.

a. Internal Communications: CART is the mandated tool for MTS status reporting. CART provides all levels of the organization the ability to quickly access key recovery process measurements and information in the form of an Executive Summary/MTS Status Report. The Executive Summary automatically generated by CART provides senior managers and other appropriate incident management groups with the following:

(1) Description(s) of the MTS in the impacted area;
(2) Recovery Actions by the IC/UC;
(3) Summary description of the impact of the incident on the MTS;
(4) Summary of condition and impact to each of the EEIs appropriate for the incident;
(5) Vessels in the queue;
(6) Future plans to facilitate MTS Recovery and resumption of commerce; and
(7) Intermodal impacts and considerations.

The data integrity standards in the CART User Guide will be strictly followed. Tab E provides a job aid to assist in the development of the MTS Executive Summary. The MTSL will provide MTS status specific information during all phases of the planning cycle. The following table provides recommended information elements to insert during critical stages of Incident Action Plan development.

Table 2: Incident Action Plan Development Meeting Cycle

Meeting	Information Required
IC / UC Objective Development	Provide Core MTS Recovery Objectives for consideration. • Rapid and comprehensive assessment of the MTS Infrastructure. • Open Communication with stakeholders via MTSRU Conference Call (2X day) • Identification of critical local and regional cargo needs. • Use of all communication nodes including social media to accurately report the status of the MTS and recovery plans.
Command & General Staff Meeting / Briefing	Brief on objectives for MTS Recovery or provide a status update of current recovery operations. Include a reminder on key priorities.
Preparing for Tactics Meeting	Provide initial assessment results and potential COA. These may include: • Waterway and ATON Status. • Vessel Management Scheme. • Stakeholder concerns and means of input. • Critical economic considerations.
Tactics Meeting	SME for MTS Recovery operations. Monitor discussion and ensure accuracy of recommendations including traffic management, vessel queue management, ATON issues, or recommended/required COTP actions.
Preparing for the Planning Meeting	Finalize plan for recovery operations during the next operational period. Ensure final outreach and assessment via stakeholders for updated waterway and infrastructure status.
Operations Briefing	Entire MTSRU staff should attend if possible. Provide any clarification to field Divisions/Groups/ Branches regarding planned recovery ops.

Monitor Ongoing Operations	Receive, monitor, and assess field-generated information to measure progress toward operational goals and overall incident objectives. Adjust as necessary during the next Command/General Staff meeting.

- External Communications: MTS Stakeholders do not have access to CART for real-time status reporting. The MTSRU will leverage the external outreach capabilities of Homeport and HSIN to communicate critical MTS Status information and operational restriction updates to an unlimited number of users. Examples of stakeholder information that should be displayed in HOMEPORT include:

  - Port Status Information (See Example in Figure 3.4 below),
  - Operational Restrictions, and
  - Critical Cargo Management Information.

  (1) Port Status: COPT Southeastern New England will use HOMEPORT to notify MTS stakeholders of any change in the port status and amplifying information. This will be maintained real-time by MTSRU or Waterways Management Division. The MTSRU will monitor this closely when expected changes occur and require adjustment in HOMEPORT.

  (2) Operational Restrictions: As appropriate, Marine Safety Information Bulletins (MSIB); Broadcast Notice to Mariners; or other documents describing operational restrictions of the MTS will also be posted in HOMEPORT. COPT Southeastern New England will ensure that appropriate operationally restricting information will be uploaded to HOMEPORT.

  (3) Critical Cargo Management Information: CBP provides for real-time critical trade messaging via their website https://www.cbp.gov/newsroom. This information provides the status of CBP capabilities to manage cargo flow within the affected AOR, future plans and alternative procedures. This site will be provided to stakeholders via CBP.

  (4) Currency and Accuracy: HOMEPORT will be reviewed daily to ensure the most current information is available to Port Stakeholders and that information is accurate.

- Reporting Standards: COPT Southeastern New England will adhere to the Data Integrity Standards described in the CART User Guide. The following basic reporting standards are not clearly described in policy, but will be implemented as a best-practice for MTS Status Reporting:

(1) Baseline: The PSC or MTSL will determine if the entire baseline of all EEIs will be entered into the event or only the impacted EEIs. If all EEIs are not entered into the event COPT Southeastern New England will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline % displayed.

(2) Status: The designation of Fully Available (**FA**); Partially Available (**PA**); or Not Available (**NA**) will be made in accordance with AREA Policy and the Data Integrity Standards. When the designation is PA or NA, comments will be added in the EEI as well as the Summary Table. This information is critical to understanding impacts to individual EEIs as well as the aggregate impact on the EEI categories themselves along with potential local, regional, or national level impacts.

(3) EEI Comments: As noted above, comments shall be included when status designations are PA or NA. Comments should be brief but include information on the impacts of the disrupted EEI Categories at local thru national levels, anticipated repair dates in a MM/DD/YY format, and any other information determined to be significant to understanding the impact to the MTS.

(4) Report Summaries: The MTSL has the responsibility of reviewing the Report Summary entries prior to entering into CART. The Report Summaries should be reviewed for:

- Format
- Accuracy
- Spelling
- Currency
- Alignment with any other Public Messaging/Homeport or other internal-external MTS Status reporting source.

See the guidance in Tab E to this section for detailed guidance and recommended templates for the Report Summaries.

- Alternative Reporting Process: In the event COPT Southeastern New England does not have access to CART or internet access is limited, the MTSRU will manually track EEI Status and any significant changes in MTS recovery actions or recovery plans using the templates provided in Table 3 to this section. The manually generated MTS Status tracking and reports will be archived and delivered to the Documentation Unit Leader (DOCL) at the conclusion of each operational period. Transmission of this information will be under the direction of the Situation Unit Leader, consistent with senior management communication requirements, and available means.

(1) COPT Southeastern New England will maintain an export of all EEIs from CART in a separate spreadsheet to include EEI Name, Category, and Latitude/Longitude in a Decimal Degree format. See Appendix C on EEIs.

(2) Guidelines for reporting in the template will adhere to the COPT Southeastern New England Reporting Standards previously described.

Table 3: Alternative Reporting Template

EEI	Base	FA	PA	NA	Comment
Waterways and Navigation Systems					
Aids to Navigation					
Deep Draft Channel					
Non-Deep Draft Chan.					
Locks					
		Open	Investigation	Closed	
Vessel Salvage/Wrecks					EEI must be created for each Event.
Oil Pollution Incidents					EEI must be created for each Event.
HAZMAT Incidents					EEI must be created for each Event.
Port Area – MTS Essential Infrastructure					
Bridges					
Bulk Liquid Facilities					
Container Facilities					
Non-container Facilities					
Shipyards					
Pass/Ferry Terminals					
Port Area - Vessels					
Commercial Fishing					
Passenger and Ferries					
Small Passenger					
Gaming					
Barges					
Offshore Energy					
Offshore Platforms					
Offshore Production (liquid hydrocarbons)	Pre-incident bbl/day		Current bbl/day		
Offshore Production (natural gas)	Pre-incident mcf/day		Current mcf/day		
Offshore Renewable Energy Installations					
Monitoring Systems					
Monitoring Systems					

5. <u>Recovery Task 5</u> – Demobilize the MTSRU

Demobilization of the MTSRU is a critical element of the overall recovery mission. Restoration of the MTS to 100 percent of pre-incident functionality/productivity may be an unrealistic goal, and normally beyond the capability of the Incident/Unified Command. The MTSRU will establish a process for ensuring an orderly and effective transition into the long-term restoration of the MTS. The following guidelines will facilitate this transition and form the basis for the MTSRU Demobilization Report as required by LANTAREA or PACAREA Policy:

(1) Recognize when the MTSRU functions are winding down and develop a demobilization strategy.
(2) Identify and develop a list of issues or recovery actions that have not been completed and will need to be transition to long-term restoration.
(3) Determine a timeline for the transition to long-term restoration actions and the agency/stakeholder assigned.
(4) Recommend any legal, regulatory, or policy initiatives needed to address outstanding MTS Infrastructure issues or facilitate future MTS Recovery operations.
(5) List any stakeholder concerns regarding MTS Recovery and restoration issues.
(6) List and provide any MTS Recovery and restoration lessons learned to be included in the overall Incident After-Action Report (if required).

Tab H, of Section 3, provides a sample demobilization report.

6. <u>Recovery Task 6</u> – Additional Tasking

As determined by the Sector on a case by case basis and location and type of incident.

TAB E: MTS REPORTING TEMPLATE

1. The purpose of CART is to ensure accuracy and consistency among CG units of port status and recovery operations reporting. To ensure consistency with other CG units, Sector Southeastern New England will align its reporting with the templates noted below. Electronic versions of this template will be maintained by the Sector Southeastern New England in accessible Public Folders as well as maintained on a portable hard drive/laptop stored in the MTSRU Go-Kits.

Appropriate review and archiving of these reports will be the responsibility of the MTSRU Leader and in coordination with the DOCL.

Summary Topic	Category	Description
Port Incident/Area Summary Provide an overall description of the AOR and/or port area. This description should include an executive level description of the key port activities and, if available, basic economic impact information from publicly available sources (i.e. Economic Impact Reports, etc.). This information may be found in Section 1000 of the Area Maritime Security Plan or in the Area Contingency Plan.	Waterways and Navigation	Describe impacts to waterways or specific ATON EEIs.

Table 4: Port Incident/Area Summary Guidance

Summary Topic	Category	Description
MTS Impact Provide an overview of the most critical impacts to the MTS. List the names of the ports and port status (OPEN/OPEN WITH RESTRICTIONS/ CLOSED). Give the reason and estimated date of repair. For ease of reading, group the impacts under the broad EEI Categories.	Waterways and Navigation	Describe impacts to waterways or specific ATON EEIs.
	Port Area – Critical Infrastructure	Describe impacts to critical infrastructure in the impacted area.
	Port Area – Vessels	Describe impact to vessels that operate within the impacted area including High Capacity Passenger Vessels, Ferries, and the Small Passenger/Commercial Fishing Vessel Fleets.
	Monitoring Systems	Describe impacts to port monitoring systems including any integrated camera systems, Rescue 21, waterway monitoring stations, VHF Towers, VTS systems.

Table 5: MTS Impact Guidance

The Port of Southeastern New England is OPEN.

The Port of Southeastern New England is OPEN WITH RESTRICTIONS. A significant amount of storm debris has accumulated in the vicinity of Providence River in Sabin Point Reach. The debris includes a number of small boats rafted together and damaged timber. The Port is open to normal deep draft traffic to all facilities with the exception of xxxxx which await removal of debris in the navigational channel. Corps of Engineers estimates the debris field to be cleared by XXXXX. Due to off station ATON, the COTP has directed daylight transits only until repairs are completed. The estimated time for repair to off station buoys is 24 May 2017.

The Port of Southeastern New England is CLOSED until surveys of the channel have been completed. Corps of Engineers estimates that surveys will be completed by 23 April 2019.

WATERWAY & NAVIGATION: The following ATON have been reported damaged/missing: East Passage Buoy 23; Sandy Point Junction LBB SP; Mussel Bed Shoal LT 6A.

PORT AREA – CRITICAL INFRASTRUCTURE: No critical infrastructure impacted. All Fully Available.

PORT AREA – VESSELS: The M/V NANTUCKET allied with the Steamship Authority berth in Woods Hole during transit to safe haven. Officer in Charge, Marine Inspection (OCMI) and Vessel Operator conducting structural assessment. No operations authorized until OCMI makes final determination. Additional information found in MISLE Case # 1234567.

Summary Topic	Category	Description
MTSR Actions Taken Provide a description of the activities the IMT has taken to initiate or continue MTS Recovery Actions	Establishment of MTSRU	Describe MTSRU activation and stakeholder involvement.
	Assistance/Support	Any support via District or other units.
	Assessments	Status of impact assessments/damage assessments. Note in a % completion format addressing EEI Categories.
	Established objectives, goals, or milestones set by the Incident/Unified Command.	Describe in broad terms the overall MTS Recovery objectives/goals/milestones. Refer to a posted IAP if available.
	Outreach meetings and/or meeting schedule for stakeholder participation.	Describe any activities, taken or planned, to ensure stakeholder participation in key MTS Recovery decisions.
	Cyber	Note any activities to determine if cyber was a causal factor in the MTS disruption, types of disruptions, and any actions taken to initiate cyber recovery.

Table 6: MTS Recovery Actions Guidance

Enter Date/Time Group: The MTSRU has been established in the Base Boston Incident Command Post and is currently staffed by USCG personnel. The first teleconference is scheduled for [date/time]. No additional support determined to be necessary. MTSL will continue to assess personnel needs and request via Logistics and CG-213RR.

Port Infrastructure Assessment Teams have been deployed to the northern and southern portions of the port area. Priority is assigned to energy and container terminals for assessment with secondary priorities assigned to Ro-Ro and bulk terminals.

The Incident Command has established the following objectives/goals/milestones:

- *Complete full port infrastructure assessments, taking safety into consideration, within 24 hours of event.*
- *Review and determine any vessel queue that may require IC evaluation and prioritization.*
- *Identify additional resources required to complete corrective actions to navigational channel(s) and aids to navigation.*

PCT has been activated and participating in all Recovery Planning discussions.

No Cyber disruption or issues.

Summary Topic	Category	Description
Vessels in Queue Report vessel queues in Coastal or River ports as a result of the disruption event. Information should include description of the disruption including waterways, ATON, locks, or obstructions.	Estimated number of vessels in the queue with detailed descriptions (name, official number, type, cargo, destination, number of barges if a towing vessel).	List vessels that are in the immediate recovery area (at a local anchorage, facility or loitering just outside the port) and waiting for permission to enter or depart the affected area. If there is a departure queue established, describe the necessity for a departure queue and its impact on arrival scheduling.
	Cause of the queue.	Describe the factors causing the queue, i.e. port closure due to channel assessments; obstruction; need to verify appropriate MARSEC attainment.
	Estimated time to have the issue resolved.	Describe using specific DD/MM/YY dates the estimated date to resolve the causal factors for disruption.
	Estimate the amount of time necessary to eliminate the vessel queue after basic functionality has been restored and the IC has authorized initiation of vessel and cargo ops.	Note the anticipated DD/MM/YY that the vessel management protocols will return to normal scheduling.

Table 7: Vessels in Queue Guidance

Insert Date/Time Group:

- *Estimated Number of Vessels in the Queue: 24*
  - *M/V Carnival Glory, 1234567, Cruise, City Dock 29*
  - *M/V Bow Sun, 9876543, Tank, Gasoline, Shell*
  - *T/V Ms Sarah, 4567891, 2 Barges, Containers, Pier 7*

- *Cause of the Queue: The Port of Boston remains closed due to impacts from Hurricane SMITH, assessment of the channel and associated ATON pends.*

- *Date to resolve queue: It is estimated that the assessment will be completed by [insert DD/MM/YY]. The Navigational Assessment Branch will review all data and make appropriate recommendations to the IC/UC.*

- *Time to Resolve the Vessel Queue: After the IC/UC determines the channel and ATON are in sufficient state to initiate operations, it is estimated that it will take 36 hours to reduce the vessel queue to a normal state and return all scheduling and arrivals back to the appropriate stakeholder groups.*

Summary Topic	Category	Description
Waterway Management Actions Document any operational controls or restrictions on waterways or vessels. Describe where appropriate Safety or Security Zones or other pertinent restrictions are located. If available, direct via hyperlink or other means to the posted location of restrictions.	Daytime/Nighttime Operating Restrictions	Describe any operational restrictions impacting a 24 hour vessel movement cycle.
	Draft Restrictions	Describe any restriction on operating in port areas based on obstructions or other restrictions preventing vessels from entering or departing the port area.
	Ice related restrictions	Note in detail any specific ice restrictions including size of available waterways, channel portions open for traffic, need for assist vessels, etc.
	Tow Restrictions	Note any requirement for towing vessel assistance and required size/bollard pull/horsepower restrictions.
	Speed Restrictions	Note any speed restricted areas within the port, reason, and anticipated date of corrective actions.

Table 8: Waterway Management Actions Guidance

Insert Date/Time-Group: The Port of Boston is OPEN WITH RESTRICTIONS. The restrictions currently include daylight operations only due to noted damage to key Priority range lights at the port entrance and high risk areas within the port.

There are draft restrictions to vessels greater than 20' draft noted in the vicinity of [insert port location] due to identification of submerged objects in the navigable channel. MSIB [insert number] has been issued and currently posted on the unit HOMEPORT site.

[Note any ice-related restrictions here]

Vessels transiting in the port between Buoys [x] and [x] will require tug assistance due to the missing range light and dayboards. Note MSIB number and location.

Vessels are restricted to no more than 10kts in the vicinity of [insert name] channel and Buoy [x] due to removal of submerged objects from the navigable waterway.

Summary Topic	Category	Description
Future Plans Describe the anticipated activities for the next operational cycle or plans to address critical local/regional/national level imperatives.	Waterways and Navigation	Describe future plans for waterway and navigational assessment or corrective actions. Note any key dates or milestones in DD/MM/YY format.
	Port Area – Critical Infrastructure	Describe any future plans for critical infrastructure within the port including repairs, assessments, or key milestones/dates in DD/MM/YY format.
	Port Area – Vessels	Describe future plans for vessels that operate within the impacted area including High Capacity Passenger Vessels, Ferries, and the Small Passenger/Commercial Fishing Vessel Fleets.
	Offshore Energy	Note key Offshore Energy plans and major impacts/requirements.
	Monitoring Systems	Describe future plans for port monitoring systems including any integrated camera systems, Rescue 21 (R21), waterway monitoring stations, VHF Towers, VTS systems.
	Cyber Infrastructure	Note any future plans to address cyber infrastructure impacts.

Table 9: Future Plans Guidance

Enter Date/Time-Group: Future Plans:

- *Waterways and Navigation: Continue Assessment operations of all navigable channels and ATON. Develop a prioritized corrective list of all ATON for the Navigational Branch in Operations based on assessment reports. Coordinate navigable channel issues with USACE.*
- *Critical Infrastructure: Coordinate with State Dept of Transportation to complete assessment of all key bridges with MTS nexus as noted in CART and coordinate with State Police to complete assessment of major highways with port nexus. Coordinate with Rail for intermodal impacts and corrective actions and key repair milestones.*
- *Offshore Energy: Note any offshore energy future plans.*
- *Monitoring Systems: R21 remains inoperable in the southern portion of the AOR until repairs can be made to the [name R21 tower/note]. Port Entrance cameras remain inoperable until repairs can be completed on DD/MM/YY.*
- *Cyber Infrastructure; Note any future plans to address cyber impacts and note critical dates.*

Summary Topic	Category	Description
Intermodal and Supply Chain Impact Describe the impacts, if available, to the intermodal connections at the port between waterway/rail/highway, critical cargoes or commodities impacted, and information on how this may interrupt the local, regional, or national supply chain. This impact may be seasonal by nature so ensure this detail is included in the impact descriptions.	Intermodal Impact	Describe future plans for waterway and navigational assessment or corrective actions. Note any key dates or milestones in DD/MM/YY format.
	Supply Chain Impact	Describe any future plans for critical infrastructure within the port including repairs, assessments, or key milestones/dates in DD/MM/YY format.

Table 10: Intermodal and Supply Chain Impact

Enter Date/Time-Group:

- *Intermodal Impact: The linkage between the cargo handling at the terminal [name terminal or terminals or Port Authority] has been interrupted due to [describe limiting factor or factors]. Describe the impact in terms of delay, percentage of thru-put, or other descriptive factor other than a financial description*

- *Supply Chain Impact: The movement of [describe critical cargoes or key supply chain] through the port of [insert name] has been interrupted. Alternate pathways have been discussed with the PCT and in coordination with the Port of [name]. Potential delays for the delivery of [cargo] and [cargoes] to the East Central United States will continue until repairs to the railway links are completed on [DD/MM/YY]. Upon completion it is anticipated that an x % increase in deliveries will continue daily until normal inventory delivers are resumed.*

REGIONAL / LOCAL – LEVEL CARGO PRIORITIES

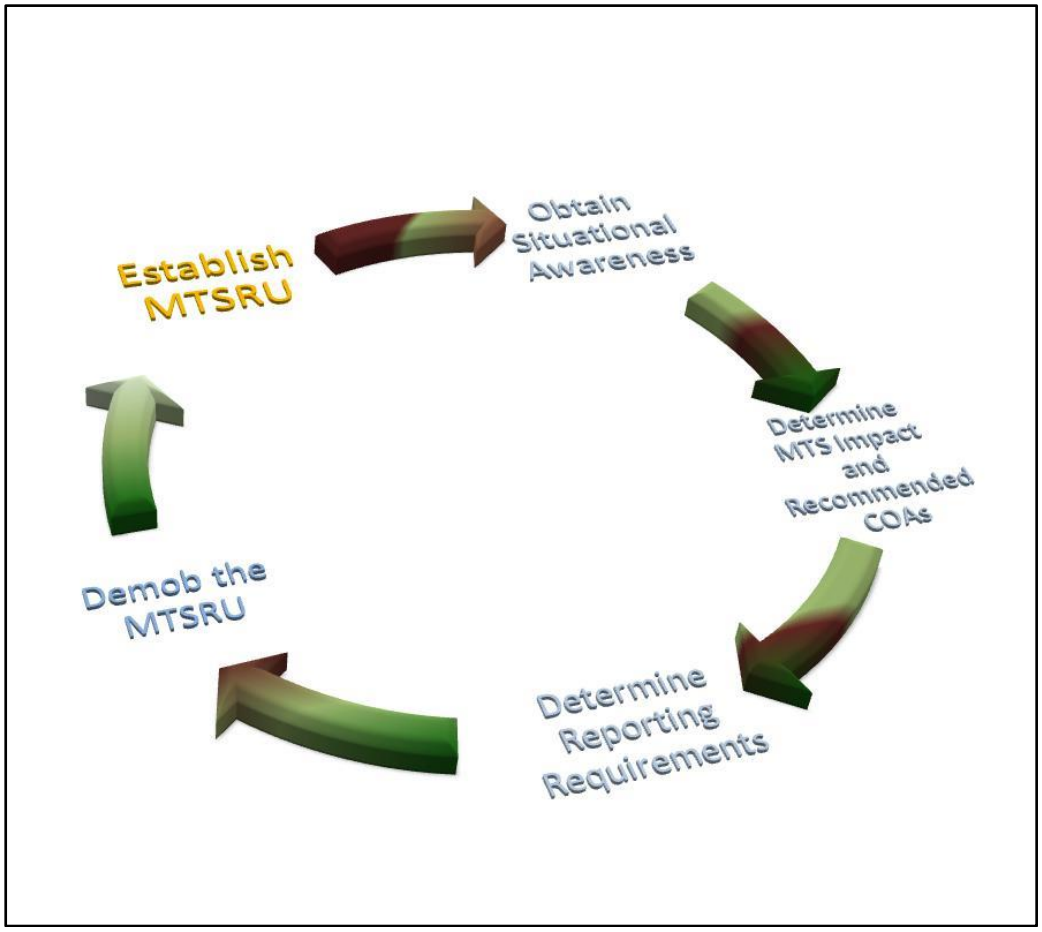
Cargo Category ***Regional and Local Cargo Categories as developed by the U.S. Coast Guard and Stakeholder Groups***	**Cargo Type** ***Examples of cargos that may fall under the Regional and Local-Level Cargo Priorities***	**Vessel Types** ***Types of vessels that may be the carrier for the specific cargo***
Regional Fuel and Energy Cargo	Refined Gasoline; Diesel; HHO; Kerosene; No.6 Oil; Aviation Gas; LPG	Tank Vessel; Tank Barge
Regionally Critical Cargo to the Islands	Propane; HHO; Food; Medical Supplies; Workforce Personnel	Ferry Vessel
Local Response Supplies	Food; Water; Energy Cargo; Heavy Equipment; Electrical Grid Repair Equipment; Housing Supplies;	Ro-Ro; Container Ship; Barge; Ferry (Islands)
Local Recovery Supplies	Food; Water; Medical; Energy-related cargo	Ro-Ro; Container Ship; Barge; Tank Vessel; Ferry (Islands)
Just-In-Time Cargo	Auto; Agriculture; Fish Chemical	Ro-Ro; Container Ship; Break-Bulk Vessel
Local Consumption	Any locally consumed cargoes as noted by Shippers; Agents	Various
All Other Cargo	Bulk Aggregate; Salt; Coal	Bulk and Break-Bulk Vessels

TAB F: MTSRU SOP

USCG Sector Southeastern New England

Marine Transportation System Recovery Unit (MTSRU)

Standard Operating Procedure



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USCG Sector Southeastern New England Marine Transportation System Recovery Unit (MTSRU)
Standard Operating Procedure

Executive Summary

The MTSRU is part of the Planning Section of the ICS established for every incident that significantly disrupts the MTS in Southeastern New England COPT and in accordance with the activation policies outlined in the Sector Southeastern New England MTS Recovery Plan. The MTSRU is primarily staffed by USCG personnel and augmented by local maritime industry experts.

The MTSRU is primarily responsible for identifying the impacts to the MTS from a disruption incident utilizing all expertise available to assess the scope and degree of impacts, developing recommended courses of action to the IC/UC for both recovery and resumption of commerce, and identifying essential functions that will require long-term restoration efforts. This Standard Operating Procedure (SOP) is based on the cycle of a MTSRU and provides guidance to USCG members assigned to the MTSRU including detailed procedures for:

1. Establishing the MTSRU
2. Gaining situational awareness of the impact
3. Determining the impacts to the MTS and recommending COAs to the IC/UC
4. Determining reporting requirements
5. Demobilizing the MTSRU

Some stages of this process will likely be performed simultaneously so it is important to assign the tasks as appropriate when establishing the MTSRU under Stage 1. Any annexes mentioned in the required actions are located in reference (c) of this Standard Operating Procedure (SOP). If conflicts arise between this SOP and CG doctrine outlined in COMDTINST and LANTAREA SOP Instruction, the latter will take precedence.

References: Copies of these reference materials are included in the **MTSRU Go-Kit** in the Manual labeled REFERENCE MATERIALS and are also located on the **MTSRU Go-Kit** Hard Drives.

A. Commandant Instruction 16000.28 Recovery of the Marine Transportation System for the Resumption of Commerce
B. LANTAREA SOP or PACAREA Marine Transportation System Recovery Guidance
C. USCG COMDTPUBP3120.17A U. S. USCG Incident Management Handbook
D. CART User Guide
E. USCG MTSL Job Aid

Common Terms: This section defines certain terms/acronyms which might be unique to the MTSRU; it is designed to explain terms which personnel may encounter while assigned to the MTSRU.

Term	Description
ArcGIS Explorer/ EGIS	GIS Program/Software used to interface with CART and display multiple layers of data to show MTS impact and create presentations for JIC and the IC/UC.
CART	Common Assessment and Reporting Tool. Database available at https://cgcart.uscg.mil and used to track MTS status, recovery, and fulfills MTS reporting requirements.
Essential Elements of Information (EEIs)	Templates designed to facilitate collecting and disseminating consistent information of 35 key MTS functions and services regarding the status of the MTS following a significant disruption in Incident Areas and specified Non-Incident Areas. Reporting and maintenance of this information will reside within CART.
MTSRU	MTS Recovery Unit. Unit of the Planning Section staffed by members of the USCG, State, and Industry stakeholders when necessary to identify MTS impacts and facilitate long-term planning to restore the MTS to pre-incident status.
MTSL	MTSRU Leader. The MTSL will track and report on the status of the MTS, its recovery or alternative courses of action.
Recovery	Emergency measures, operations, and actions that facilitate the resumption of commerce and re-establish basic functionality of the MTS. (typically 03-30 days in duration)
Restoration	Actions taken to restore the MTS to pre-incident capacity. Restoration is principally structural measures but may include other courses of action such as regulatory measures.
Resumption of Commerce	Facilitating the movement of vessels, commodities, and passengers following a disruption to the MTS.
Significant disruption of the MTS	Major interruption or delay to a normally functioning MTS for a period possibly exceeding 3 days.
SITL	Situation Unit Leader.
SITU	Situation Unit. Unit of the Planning Section responsible for collecting, processing and organizing incident information.

Stage 1: Establishing the Marine Transportation System Recovery Unit

The MTSL will notify the members assigned on Sector Southeastern New England WQSB to the MTSRU of activation and the location of the MTSRU. The initial meeting ***MUST*** be attended by all members if operationally available so that critical information can be passed. This information will include:

- Initial Incident Brief (ICS-201) (copy)
- Specific MTSRU assignments
- Location of MTSRU (if remote)
- Work Schedule/Battle Rhythm

1.1 The following are general initial activities to be considered and implemented by the **MTSL** upon activation of the MTSRU by the PSC:

Task	LEADER Activity	Description	Complete ✓
MTSL-1	Initial Assignment	Meet with Planning Section Chief (PSC) or Incident Commander (IC) (if no PSC) and receive initial briefing on MTSRU objectives. Identify the **Operations Section** units that may have been activated and determine sources of information for MTS Status.	❑
MTSL-2	Initial Brief	Review **ICS-201** or existing **IAP** to determine size and complexity of incident. Visit Sector Command Center (SCC) or Situation Unit for complete assessment of incident area and impact. Identify other agencies/groups that may have to be incorporated into the MTSRU.	❑
MTSL-3	Notify MTSRU	Access the appropriate WQSB for the MTSRU Staffing. Ensure the assigned representatives are contacted and notified of the initial meeting time and location. Initiate ICS-214 Activity Log.	❑
MTSL-4	MTSRU Workspace Assessment	Determine space requirements for MTSRU and possibility for expanding to include industry/other government agency stakeholders. ***See Space requirements in Section 3.B.1.d to this Plan***. Ensure there is adequate space for private discussions with industry.	❑
MTSL-5	Assign Tasks to MTSRU	Ensure personnel are appropriately assigned tasks and understand expectations. At a minimum, a ***CART Specialist***, ***Operations/Assessment Team Liaison***, and ***Situation Unit Liaison*** should be assigned immediately.	❑
MTSL-6	Consider additional resources necessary to support MTSRU	Identify potential need to request resources via ***ICS-213RR-CG***, including MTSRSC (via District IMT), GIS Specialist, or additional personnel to support MTSRU from within or outside of Sector.	❑
MTSL-7	Conduct Initial Outreach to MTS Recovery stakeholders (scenario dependent)	Coordinate with **Operations Section** and **Liaison Officer** to initiate formal outreach efforts to industry stakeholders via teleconference, meetings, or other means. Goal is to solicit a standard set of information and post-incident reporting/info gathering requirements to assist in prioritizing recovery activities.	❑
MTSL-8	Establish impact area and initial list of EEIS.	Review input from MTSRU team (see ***MTSRU-6)*** and **SITL** to provide PSC with the initial list of the EEIs impacted by the event and extent of impact area. If available provide an initial status report of all EEIs.	❑

Stage 2: Obtain Situational Awareness

The second stage of the MTSRU cycle is to obtain Situational Awareness. As the MTSL is coordinating activities with the PSC and attending initial meetings, it is critical that the MTSRU act immediately and independently to provide the initial snapshot of the status of the MTS and impacted/potential impacted areas. This activity will require outreach efforts with different Sections or Units within the Incident Command as well as industry.

The following are general activities for **MTSRU** personnel to accomplish during the first operational period.

Task	MEMBER Activity	Description	Complete ✓
MTSRU-1	MTSRU Set-Up and Organization	Upon receiving direction to establish and set-up the MTSRU the team should refer to the guidance and recommendations in section 3.B.1.d to this Plan for required space, materials, and recommended setup/displays	❑
MTSRU-2	Meet with SITL	The MTSRU Rep assigned as the **Situation Unit Liaison** should conduct an initial meeting with SITL prior to the Initial Unified Command Meeting. Identify critical reporting times, display information required, and the assigned Battle Rhythm. Ensure this information is disseminated within the MTSRU.	❑
MTSRU-3	Meet with Operations /Assessment Teams	The MTSRU Rep assigned as the **Operations/Assessment Team Liaison** should conduct an initial meeting with his/her counterpart in Operations to outline an information sharing process, identify location of forms/displays to assist in identifying impacted area(s). Some recommended forms for display can be found in the MTSRU Go-Kit.	❑
MTSRU-4	Create Contact List for EEIs impacted.	Based on the impact area and EEIs affected, create a comprehensive list of Names/Telephone #/E-mail Addresses/ Fax # for facility and vessel operators. A Baseline Contact List should be available in the Sector MTS Recovery Plan.	❑
MTSRU-5	Solicit Industry Feedback	Depending on the stage of the incident the MTSRU will be expected to provide detailed information to the PSC and IC/UC on the status of the EEIs, critical needs within the local/regional area, and what additional resources may be required to facilitate a rapid recovery. Access the Industry Feedback Form and utilize the most efficient means to distribute to industry: posting the form to Homeport, use of e-mail, fax, and consider providing blank copies to Port Assessment Teams to deliver/distribute during their post-incident activities.	❑
MTSRU-6	Develop Initial List of Impacted EEIs	If received, start to develop and provide the MTSL (see **MTSL-8**) with the initial list of impacted EEIs, current status, and any information on possible dates of repair/correction based on the information received.	❑

Stage 3: Determine MTS Impact and Recommend COAs

The third stage of the MTSRU cycle is to determine the impacts to the MTS and recommended COAs. These actions will be taken after the initial Situational Awareness stage is completed and the MTSL has determined there is sufficient information to provide the PSC and UC/IC with a valid status of the MTS, current impacts, possible secondary impacts, and recommended COAs. This stage requires the MTSL and all members of the MTSRU to ensure that all operational assessments (field assessment team info) and information received from stakeholders is accounted for, reviewed, and considered while developing the MTS Impact Report and identifying possible COAs.

The following are general activities for the **MTSRU** personnel to accomplish during the first operational period after completion of MTSRU Tasks 1-6 and all critical EEI Information is received.

Task	Unit Member Activity	Description	Complete ✓
MTSRU-7	Create Event in CART	Using the guidance provided in the CART User Manual and Job-Aid, create an event in CART.	❑
MTSRU-8	Enter all EEI Status information into CART	The **CART Specialist** assigned should coordinate with **MTSL** to determine which EEIs are expected to be included within the incident. The CART Specialist will create the Event in CART consistent with the CART User Manual and enter all EEIs affected, the status, and additional information required.	❑
MTSRU-9	Identify vessels currently in port and all arrival information for at least the next 48 hours.	Coordinate with **Port Assessment Teams** to develop a comprehensive list of vessel movements for at least a 48 hour period. If possible utilize the **Vessel Prioritization Tool** and develop a DRAFT prioritized list of vessels to present to the PSC/IC/UC. This may not be required depending on whether this event resulted in a port closure longer than 24 hours.	❑
MTSRU-10	Coordinate with Operations on identifying need for and development of any control measures applied within the port.	Identify potential courses of action that will assist in recovery efforts or support resumption of vessel/cargo movements. This may require collaboration with **Operations Section** and other external partners such as CBP, Bar Pilots, Towing Vessel Operators, USACE, and possibly DoD. Some possible COAs include special traffic management plans, draft restrictions, Safety/Security Zones, or temporary reduction in federal oversight/regulations.	❑
MTSRU-11	Develop recommended prioritization of MTS Recovery Operations within the port based on the assessment information received from the OSC.	Based on the scoring as a result of utilizing the Vessel Prioritization Tool and the collaboration/outreach efforts noted above, develop a prioritized list of MTS Recovery operations and possible activities necessary to recommend goals for the next Operational Period. Completion of this list of action items will be necessary for the **Tactics Meeting**.	❑
MTSRU-12	***Pause***: Review all EEI Categories for Quality Control.	Ensure all areas of emphasis within the port network have been appropriately assessed and are assigned a mission via - ICS204s (ATON/Bridges/Facilities/Waterways/Monitoring Systems)	❑
MTSRU-13	Develop EEI and COA Work List for next shift.	Identify issues that will require additional work by the on-going MTSRU personnel. Provide out-brief and ensure all critical times/deliverables are discussed.	❑

Stage 4: MTS Reporting Requirements

The fourth stage of the MTSRU cycle is maintain the reporting requirements established during Stage 2 of the MTSRU cycle. CART **will** be the main reporting tool for the status of the MTS to all stakeholders unless otherwise directed. The MTS-209 Executive Summary can be provided for external stakeholders. The ***MTSL*** will assign at least one representative of the MTSRU to the ***CART Specialist*** position. This position requires familiarity with CART, the *[insert Unit name here]* EEIs, and how to navigate CART to ensure all applicable MTS Sections are appropriately addressed and populated in accordance with the existing Data Integrity Standards in the CART User Manual. See CART Job-Aid for more information on basic CART procedures. There are also critical periods during the Planning Cycle that information must be available to the PSC and UC/IC so that vital prioritization and operational decisions can be made. These periods include the initial IC/UC meeting, the period prior to the Tactics Meeting, during the Planning Meeting, and during the IAP Prep & Approval period.

The following are general activities for **MTSRU** personnel to accomplish during the first operational period and updated as necessary. This stage may be completed concurrent with stages 2-3 as external reporting requirements may not wait until all required information on the EEIs and status are received.

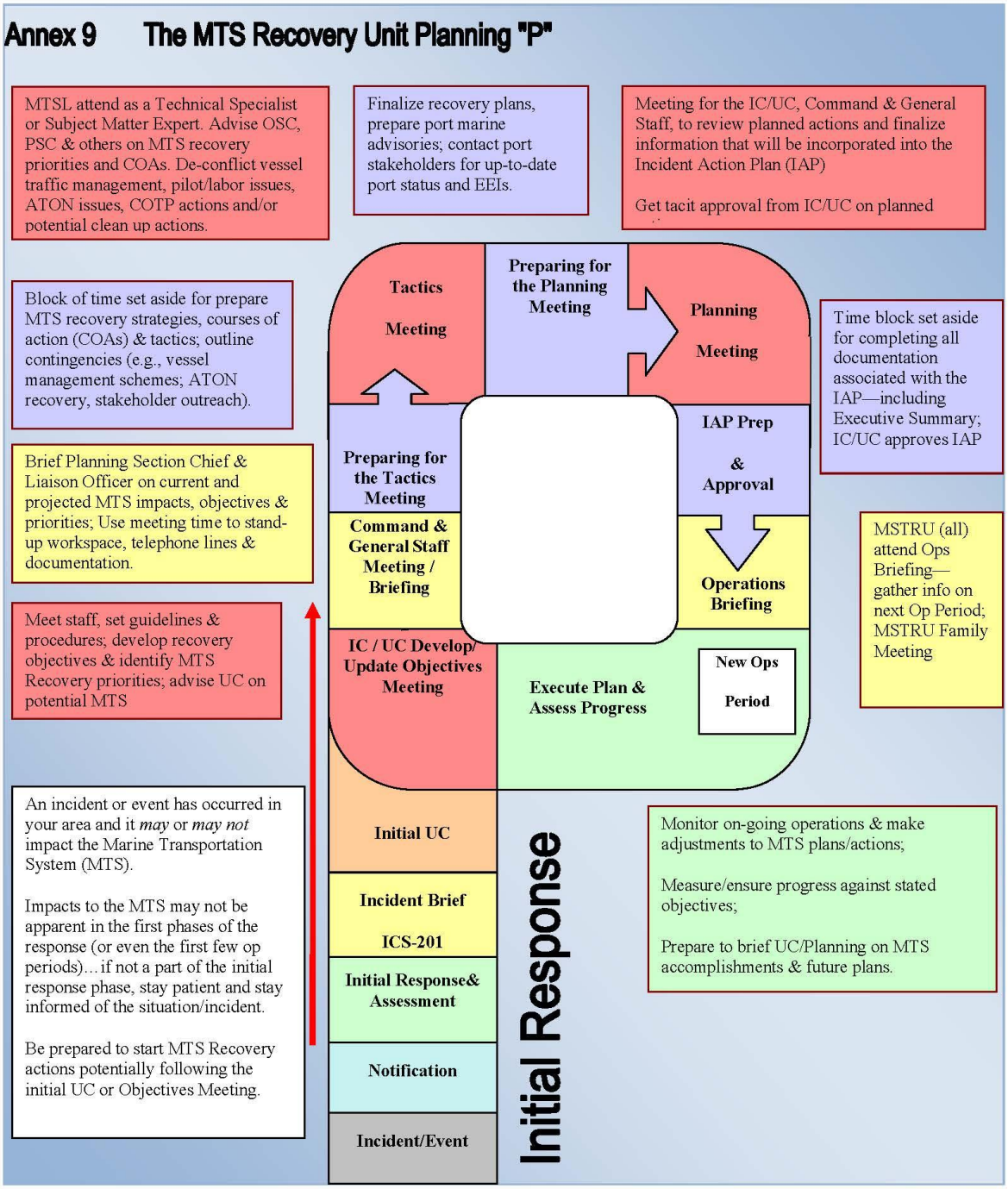
Task	Unit Member Activity	Description	Complete ✓
MTSRU-14	Maintain Battle Rhythm and critical reporting times for the IC/UC.	The CART Specialist(s) assigned to the MTSRU must ensure that the MTS status in CART is updated as required at the critical times previously determined, both to the IC/UC as well as to senior CG Stakeholders. The former may require specific reports (i.e. MTS-209) while the latter will rely solely on the information entered into CART.	❑
MTSRU-15	Create Open Action Tracking List	The MTSRU may receive and is expected to reply to **Requests for Information (RFI)** during operational periods from within the UC/IC as well as **RFIs** originating from outside of the organization. The CART Specialist as well as the SITL Liaison should also be aware of these requests and route them as appropriate to the MTSL as well as documenting the status when completed. Utilize form ICS ***233-CG*** for RFI Status Reporting.	❑
MTSRU-16	Update CART EEI Status and Information	Real Time Updates. As information is obtained on the status of EEIs, ensure the information is entered into CART as soon as practical.	❑
MTSRU-17	Prepare MTS Recovery Status Information/Slide/ Table for Situation Brief	The **MTS-209** automatically generated in CART will act as the main reporting tool for external CG stakeholders. Within the IC/UC it may be necessary to create or update a daily MTS Status Slide/Table/Display for use during the Command Staff and General Briefing	❑
MTSRU-18	Review Joint Information Center Public Statements for MTS Accuracy	If established, a Joint Information Center may issue frequent public statements or publish incident information for the public, including MTS Status Information. Review any releases for MTS Accuracy. **Ensure that ONLY information allowed to be released as per the CART policy is released outside the MTSRU.**	❑

Stage 5: Demobilization of the MTSRU

The fifth and final stage of the MTSRU cycle is to determine when the MTS has been recovered to the levels stated in the original incident objectives, to develop a phased demobilization strategy, and to prepare a Demobilization Report to the UC/IC outlining any remaining activities that require long-term management or support. These long-term actions will be taken after all MTS Recovery Objectives are sufficiently met.

The following are general activities for the **MTSRU** personnel to accomplish when the objectives of restoring the MTS to pre-incident status or as near as possible have been achieved.

Task	Unit Member Activity	Description	Complete ✓
MTSRU-19	Prepare MTS Status Report for PSC at 15-30-45-60 Day Intervals	A report should be generated at 15 day cycles or sooner if the recovery is stood down. This report will be provided to the PSC and identifies the status of all EEIs, remaining actions necessary to bring all EEIs to a Fully Available Status (if possible in the short term), and include a list of long-term restoration issues that will extend beyond Incident Management period.	❑
MTSRU-20	Receive Demobilization Plan from PSC or Demobilization Unit Leader.	Review the plan, including critical dates/times to ensure it is consistent with the remaining objectives for the MTSRU. If there is a conflict immediately notify the MTSL/PSC.	❑
MTSRU-21	Brief MTSRU on Demobilization Plan	Brief the entire MTSRU on the Demobilization Plan if possible to ensure all questions/areas of emphasis are asked and answered. Assign tasking as appropriate to each member. If necessary, assign 1 member as the MTSRU Unit Demobilization Liaison to the PSC/SITL.	❑
MTSRU-22	Supervise Demobilization of MTSRU	Ensure all electronic equipment is accounted for and returned as appropriate to the responsible groups/individuals.	❑
MTSRU-23	Supervise organization and transfer of all forms and documentation to the Documentation Unit.	The MTSRU will contain numerous documents that will be required to be maintained. Ensure all RFIs, MTS-209s, Status Reports, and ICS 214 Logs are archived and delivered to the Documentation Unit Leader.	❑
MTSRU-24	Meet with MTSRU for Lesson Learned	Provide each MTSRU member with an opportunity to provide any feedback or lessons learned during the MTSRU activation period. Lessons learned can be broken down consistent with stages of the MTSRU Cycle or any other way the MTSL determines. Ensure this information is provided to the unit Contingency Planning/Force Readiness Division for inclusion in MTSRP updates.	❑
MTSRU-25	Complete Check-out	Ensure all members complete the MTSRU Check-Out Sheet (ICS-221 or locally developed from specific to MTSRU).	❑
MTSRU-26	Awards / Recognition	Maintain a list of all personnel (name/unit/dates/position) assigned to the MTSRU and ensure appropriate recognition for services performed.	❑


Annex 9 The MTS Recovery Unit Planning "P"
MTSL attend as a Technical Specialist or Subject Matter Expert. Advise OSC, PSC & others on MTS recovery priorities and COAs. De-conflict vessel traffic management, pilot/labor issues, ATON issues, COTP actions and/or potential clean up actions.
Finalize recovery plans, prepare port marine advisories; contact port stakeholders for up-to-date port status and EEIs.
Meeting for the IC/UC, Command & General Staff, to review planned actions and finalize information that will be incorporated into the Incident Action Plan (IAP)
Get tacit approval from IC/UC on planned
Block of time set aside for prepare MTS recovery strategies, courses of action (COAs) & tactics; outline contingencies (e.g., vessel management schemes; ATON recovery, stakeholder outreach).
Tactics Meeting
Preparing for the Planning Meeting
Planning Meeting
Time block set aside for completing all documentation associated with the IAP—including Executive Summary; IC/UC approves IAP
Brief Planning Section Chief & Liaison Officer on current and projected MTS impacts, objectives & priorities; Use meeting time to stand-up workspace, telephone lines & documentation.
Preparing for the Tactics Meeting
IAP Prep & Approval
Command & General Staff Meeting / Briefing
Operations Briefing
MSTRU (all) attend Ops Briefing—gather info on next Op Period; MSTRU Family Meeting
Meet staff, set guidelines & procedures; develop recovery objectives & identify MTS Recovery priorities; advise UC on potential MTS
IC / UC Develop/ Update Objectives Meeting
Execute Plan & Assess Progress
New Ops Period
An incident or event has occurred in your area and it *may* or *may not* impact the Marine Transportation System (MTS).
Impacts to the MTS may not be apparent in the first phases of the response (or even the first few op periods)... if not a part of the initial response phase, stay patient and stay informed of the situation/incident.
Be prepared to start MTS Recovery actions potentially following the initial UC or Objectives Meeting.
Initial UC
Incident Brief ICS-201
Initial Response& Assessment
Notification
Incident/Event
Initial Response
Monitor on-going operations & make adjustments to MTS plans/actions;
Measure/ensure progress against stated objectives;
Prepare to brief UC/Planning on MTS accomplishments & future plans.

TAB G: INFRASTRUCTURE CHECKLIST(s)

Date:	Marina/Harbor:	Time:
Reporting Person(s):		
Agency:	Contact Information:	

Critical Infrastructure Element	*Description of Damage Observed*	*Location/ Identifier*	*Comment*
Port Area – MTS Essential Infrastructure			
Bridges/Overpasses			
Roads			
Railways			
Petroleum Pipelines			
Wharfs			
Buildings			
Cargo Handling Equip.			
Facility Security Fencing			
Electrical Power			
Data/Communications			
Water/Sewer Pipes			
Notes:			

Critical Infrastructure Element	*Description of Damage Observed*	*Location/ Identifier*	*Comment*
Waterways and Navigation System			
Harbor Access			
Main Channel			
Turning Basins			
Aids to Navigation			
Hazards to Navigation			
Damaged Vessels			
Oil Pollution Incidents			
HAZMAT Incidents			
Fires			
Notes:			

TAB H: MTSRU DEMOBILIZATION REPORT TEMPLATE

[“Event Name”]
Marine Transportation System (MTS) Recovery
Demobilization Report
For
SECTOR SOUTHEASTERN NEW ENGLAND

From : Sector Southeastern New England
To: Area
Via: District One WWM

Ref: (a) *[Area Policy]*
(b) *[District Policy]*
(c) [*Sector/MSU Name*] INST [*Enter #*]) Marine Transportation System Recovery Plan

1. In accordance with reference (a), this Demobilization Report captures the current status of the MTS, including outstanding issues, post <***Event Name***>. This report contains the following:

   a. By category, the status of Essential Elements of Information (EEIs) that remain in a condition of other than fully available.

   b. List of recommended legal, regulatory, or policy initiatives that address outstanding MTS infrastructure issues, and

   c. List of stakeholder concerns regarding infrastructure restoration.

2. EEI Status Information: The following is a complete list of relevant EEIs and their current status:

   a. Waterways and Navigation Systems
   i. Aids to Navigation:
   ii. Deep Draft Channels:
   iii. Non-Deep Draft Channels:
   iv. Locks:

   b. Waterway Incidents
   i. Vessel Salvage/Wrecks:
   ii. Oil Pollution Incidents:
   iii. HAZMAT Incidents:

   c. Port Area – MTS Infrastructure

   i. Bridges:

   ii. Bulk Liquid Facilities:

   iii. Container Facilities:

   iv. Non-Container Facilities:

   v. Shipyards:

   vi. Passenger Ferry Terminals:

   d. Port Area – Vessels

   i. Commercial Fishing:

   ii. Passenger and Ferries:

iii. Barges:

e. Monitoring Systems

i. Radar:

ii. Communications:

iii. Cameras:

iv. Automated Identification System:

v. Vessel Traffic Service:

vi. Cyber / Information Systems

3. Policy Recommendations: The following is a list of recommended legal, regulatory, or policy initiatives that address the outstanding MTS infrastructure

a. Type 2 or higher event MTS Recovery Unit (MTSRU) Staffing (example):

b.

4. Stakeholder Concerns: The following is a list of stakeholder concerns regarding infrastructure restoration.

a. Regulatory Agency communications (example):

b.

5. USCG Best Practices and Lessons Learned: The following is a list of observed best practices and lessons learned for MTSR of the [Sector/MSU] area of responsibility.

a. Best Practices:

i. (example)

b. Lessons Learned:

i. (example)

TAB I: MTSRU NOTIFICATION PROCESS GUIDE

[*Location for process guides for notification of Active Duty and/or civilian membership of the MTSRU. Include any Alert Warning System (AWS) QRC; Decision Flow-Charts; etc.*]

Policy/Program Information
[*Enter MTSRU Team Name*] Alert is the process by which the Sector Command Center (SCC) alerts the members of **[*Enter MTSRU Team Name*]** that the MTSRU has been activated in response to a port disruption incident or an incident that could affect normal port operations. These incidents could range from major infrastructure damage incidents to a MARSEC increase in another port. The MTSRU serves as the Captain of the Port's subject matter expertise for all segments of port operations and provides advice and status updates of critical infrastructure and key operations within the MTS. **REFERENCES:** (a) Area Maritime Security Plan for *[Name or other reference]* (b) USCG *[Insert Unit Name]* Marine Transportation System Recovery Plan (Series)

KEY DATA: Establish Situational Awareness	
Person Activating the *[MTSRU Team Name]*:	**Phone Numbers:** **1. *Enter Phone Numbers or Standing Teleconference Line Info as appropriate***
Reason for Activation: Describe incident	
What action is being taken? Describe any initial actions of USCG, OGAs, or Industry.	

GATHER OTHER SIGNIFICANT INFO: If reported into the CC…	**ANSWER**
How long will port operations be interrupted?	
Is the security of the port or port facilities at risk as a result of the incident?	
Have any other agencies been notified?	
Has the immediate threat been mitigated?	
What are the short-term effects of the incident on facility, vessel, and MTS operations?	

NOTIFICATIONS: Improve/Strengthen Agency Partnerships	**TIME**
Prepare Incident Brief for Moderator (Prevention/Planning Dept Heads)	
Utilize the *[Pre-Developed AWS Scenario Created for this QRC.]* Follow the guidance in Alert Warning System (AWS) Alert Quick Response Card (QRC) for *[MTSRU Team Name]* Activation. Coordinate initial text verbiage * with Prevention/Planning Dept Heads. Provide a minimum of 30 minutes from Text Alert to Teleconference.	
Track responses to AWS. If no response within 30 minutes notify Prevention/Planning Dept Heads. Move on to secondary means of communication via personal telephone notification.	
Brief CDO, COTP and Prevention/Planning Dept Heads when 100% notification has been achieved.	
Dial into Conf Room established for Team Notification.	

* **<Recommended text for Scenario>** There is basic text already in the AWS Scenarios for the MTSRU activation. There may be need to add additional text such as an official time for a Conference Call, etc. The following is basic text to consider:

"*The [MTSRU Team Name] has been activated. It is requested that you dial into the [MTSRU Team Name] teleconference number and pass-code located on your quick reference guide at (Insert Time). Please be prepared to provide a briefing to the [MTSRU Team Name] on your assigned missions. Contact the [location/phone number] with any urgent questions. Thank you."*

The below script will be used for the ***Activation*** of the MSSRU Conference Call:

Sector Southeast New England MTSRU Conference Call Script

The below Conference Call Script is provided as a tool to assist in facilitating a port-wide teleconference to discuss the status of the MTS, concerns & recommendations from industry and other federal-state-local stakeholders, and provide an overview of current and future operations.

Name of Incident/Wx Event:_____

Date:_____ **Time:**_____

""Good (***morning/afternoon/evening***). This is (***name***)_____ of the **Sector Southeast New England Marine Transportation Recovery Unit (MTSRU)**. The MTSRU has been activated in response to [***identify the name of the incident***]. _____ I will serve as the facilitator for this conference call. This call (***is / is not***) recorded and will not contain any classified information.

The Coast Guard has initiated this MTSRU Conference Call to brief you on the [***describe incident***]_____, assess the status of the Port, the need to establish any vessel, cargo and ferry priorities, your input on your current status and future needs will assist the COTP in setting priorities and meeting the needs of our local communities as well as the regional supply chain.

The purpose of this call is to facilitate the communication of the status of the Port to large segments of our port partners in a concise and uniform way and to solicit feedback or recommendations to achieve our objectives.

At the end of the Brief, participants will be provided an e-mail address and Homeport Website to forward their issues or concerns for consideration in future decision-making as well as providing the time for the next MTSRU Conference Call. The MTSRU Conference Calls will continue every (***12/24 hours***) until the COTP determines they are no longer necessary.

Before we begin I ask that all participants observe the following rules:

- Please use the **MUTE** feature on your phone to minimize background noise. **DO NOT** place your phone on hold

- Please hold all comments and questions to the portion of the call where we open the floor to them
- Please identify yourself and organization/company when speaking
- Please do not talk over others as they are offering comments or questions

A brief summary of the agenda for this Conference Call is as follows:"

a. We will provide a brief summary of the incident and its impact on the MTS as we know at this time (Include WX forecast)

b. We will provide a brief summary of the previous calls held and any issues that need to be addressed during this call

c. We request each participant provide/share any information of critical importance regarding the recovery of your operations and status as well as the MTS.

(***Facilitator reads the list of participants.***).

"Representing the U. S. Coast Guard is:
(**name/rank/position**)_____

As I run down the list of Agency's & Port Partners please indicate that you are on the line and your name please.

ACOE Cape Cod Canal	Not On Line _____
ACOE NE HQ	Not On Line _____
NOAA	Not On Line _____
RIEMA	Not On Line _____
MEMA	Not On Line _____
Northeast Pilots	Not On Line _____
Steamship Authority	Not On Line _____
Hy-Line	Not On Line _____

Interstate Navigation (BI Ferry) Not On Line _____

Prudence & Bay Island transport (PI Ferry) Not On Line _____

Cuttyhunk Ferry Not On Line _____

Prov-Port Not On Line _____

Shell/Prov-E. Prov Not On Line _____

ExxonMobil Not On Line _____

Sprague Providence Not On Line _____

Sprague New Bedford Not On Line _____

Harbormasters Not On Line _____

Have we missed anyone?
Other Port Partners:_____
_____
_____
_____
_____

I will now turn the conference over to (***name/position***)_____ who will provide an assessment of the incident."

Assessment should include:

- Current and forecasted weather
- Port Status (Whiskey, Xray, Yankee, Zulu) (Open, Open with Restrictions, Closed)
- Area affected
- Status of critical waterways and ferry routs
- Status of Waterway Closures (***List by name and reason for closure***)
- Status of port facilities and infrastructure
- Status of vessels in port (***if applicable***)
- Status of supporting modes of transportation systems (***roads/highways/rails/secondary waterways***)
- Current priorities and location of the Incident/Unified Command
- Resources enroute and/or requested-ordered

If Previous Conference Calls external to this group have been held, provide a description of that call, the attendees to that call if different, and any actions or decisions that may have been taken that has impact on the current status of the MTS.

"I will now go down the list of participants so that you may ask questions about the situation, share information of critical or strategic importance regarding the recovery of the Port, and brief the group on any actions you may currently be taking within your company or organization".

ACOE Cape Cod Canal:_____
_____
_____

ACOE (NE HQ):_____
_____
_____

NOAA:_____
_____
_____

Northeast Pilots:_____
_____
_____

Steamship Authority:_____
_____
_____

Hy-Line:_____
_____
_____

Interstate Navigation (BI Ferry):_____
_____
_____

Prudence Bay Island transport (PI Ferry):_____
_____
_____

Cuttyhunk Ferry:_____
_____
_____

Prov-Port:_____

ExxonMobil:_____

Sprague Providence:_____

Sprague New Bedford:_____

Harbormasters:_____

Others:_____

"I will now open the floor for any other discussion, recommendations, or questions."

Address the issues presented by the participants.

"Thank you all for the participation. The next conference call is scheduled for (***Date / Time***) _____and the number _____. Please continue to monitor the Sector Southeast New England's Homeport web page for further developments and information.

-END-

Chronological Log

Time	**Remarks**
Contact QRC owner or SCC QRC Manager to make corrections/updates.	

Background	

SECTION 4: MTSRP MAINTENANCE

A. PURPOSE: This section discusses plan validation and update requirements. Lessons learned and recommended actions from training and exercises as required by Enclosure 2 identify best practices and areas of needed improvement.

B. MTSRP VALIDATION:

1. Annual MTSRP Validation

a. COTP Southeastern New England will evaluate the MTSRP annually for adequacy, accuracy, consistency, and completeness. The purpose of the review is to ensure that the plan incorporates changes based on policy, lessons learned, and changes to port operations.

b. Annual validation will be completed prior to the initial planning phase of the MTS Recovery exercise. This will ensure that the MTS Recovery exercise scenario is developed using the most accurate information available. The MTS Recovery exercise and/or real world event can be used to validate any plan updates.

c. Minor amendments or updates to the plan do not require formal review by District or Areas.

2. CART Validation

a. CART is a critical element to support post-incident stabilization and short term recovery of the MTS.

b. COTP Southeastern New England shall review all EEI data for accuracy annually, but no later than 31 May.

c. Each EEI has data integrity standards that provide uniformity to report current status and potential consequences from the event. COTP Southeastern New England will use MTSR EEI Form (CG-11410) to capture the necessary information. (See Appendix B)

C. MTSRP UPDATES:

1. Five Year Review and Approval of MTSRP

a. COTP Southeastern New England will conduct a formal review of the MTSRP every year. The review will focus on policy changes, and identified best practices and lessons learned. In review, the following documents must be considered:

(1) After Action Reports and recommendations from MTS/Port Recovery exercises,
(2) Lessons learned from local stakeholder exercises,

(3) Lessons learned from past disaster recovery events (e.g. severe weather events, oil spill incidents, mass rescue operations),
(4) Review of government, industry and academic studies of industry interdependencies, downstream effects of transportation disruptions, and the resiliency of industries and transportation sectors in recovering from a disaster or an incident, and
(5) Policy updates.

b. COTP Southeastern New England will ensure that every fifth year, a reviewed copy of the plan is forwarded to the cognizant District Commander Plan Review Authority for review.

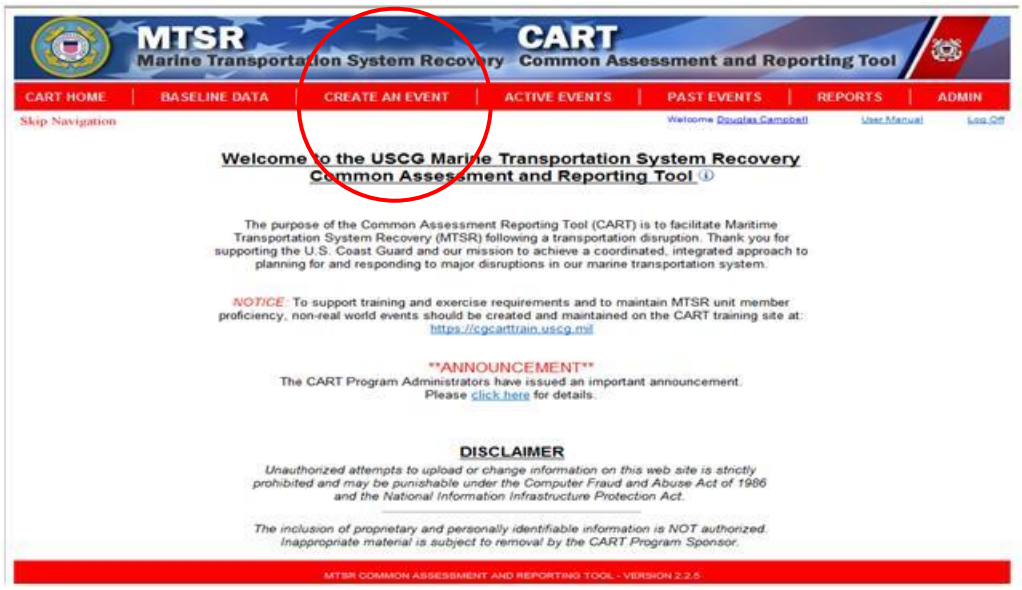
c. Review the plan and forward to the Plan Approval Authority for approval.

2. <u>Immediate MTSRP Program Updates</u> – An immediate program wide MTSRP review and update may not be aligned with the existing five year review and approval cycle. The five year review and approval timeframe may be restarted by the Commandant (CG-FAC) MTS Recovery Program Manager to meet the mandated updates.

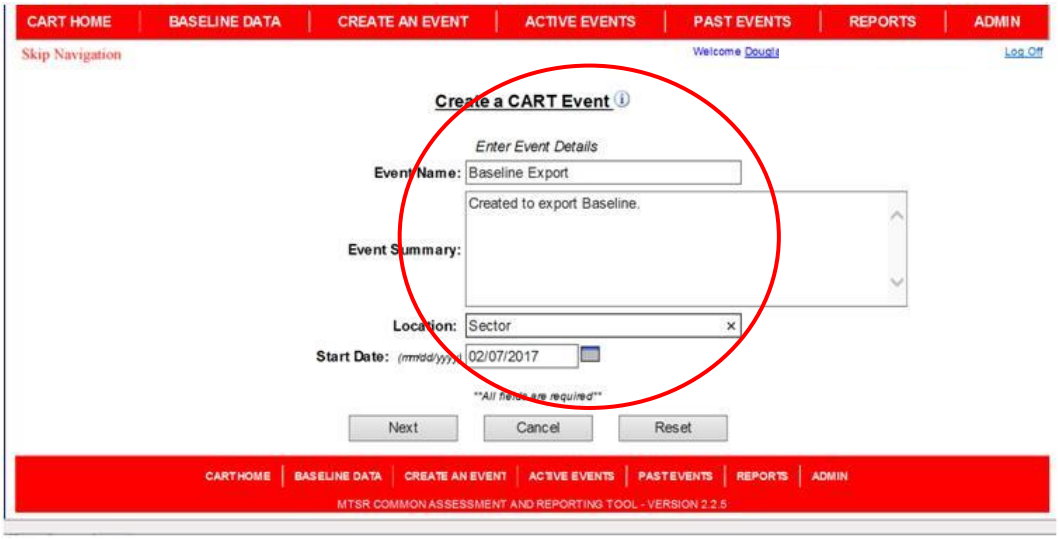
APPENDIX A: CART BASELINE EXPORT JOB AID

PURPOSE: To export the Baseline of EEIs from CART and maintain as an Excel file to facilitate annual validation, data review, and reporting EEI Status when CART is unavailable.

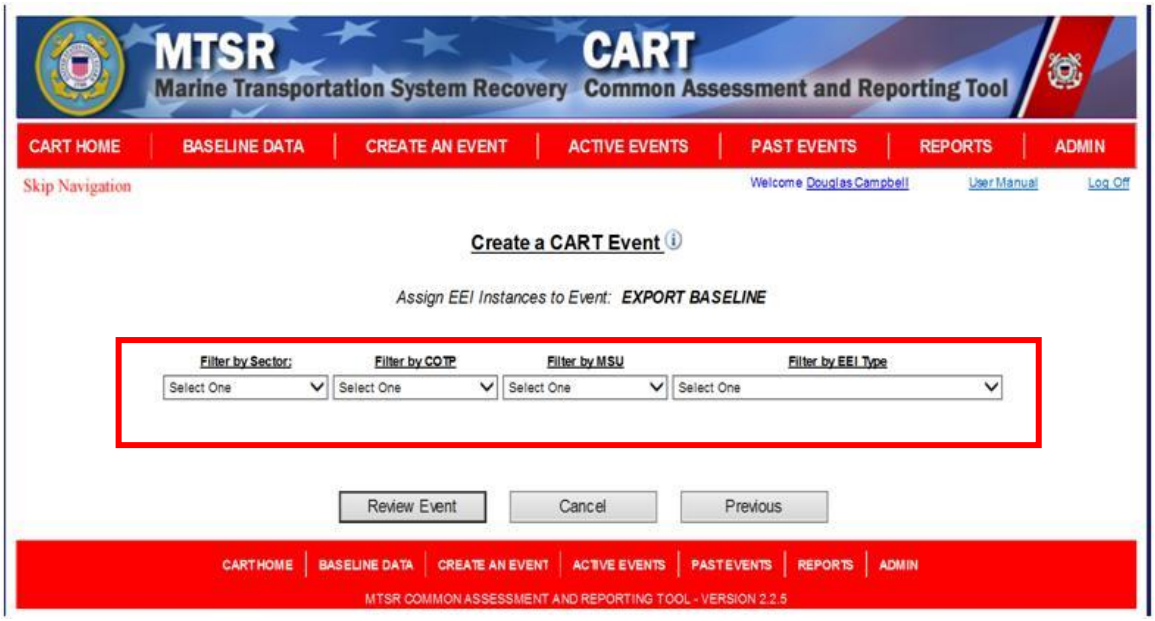
Step 1: Log into CART and Create an Event.



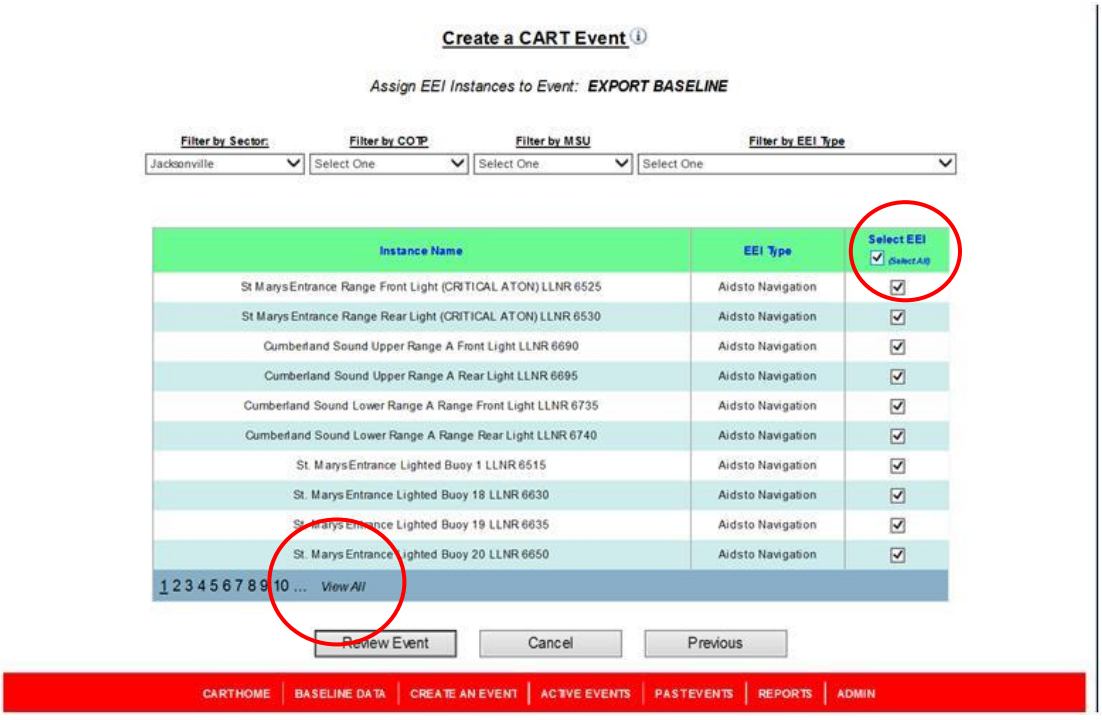
Step 2: Enter basic required information to create the Event. Ensure the name of the Event contains either “Baseline” or “Exercise”



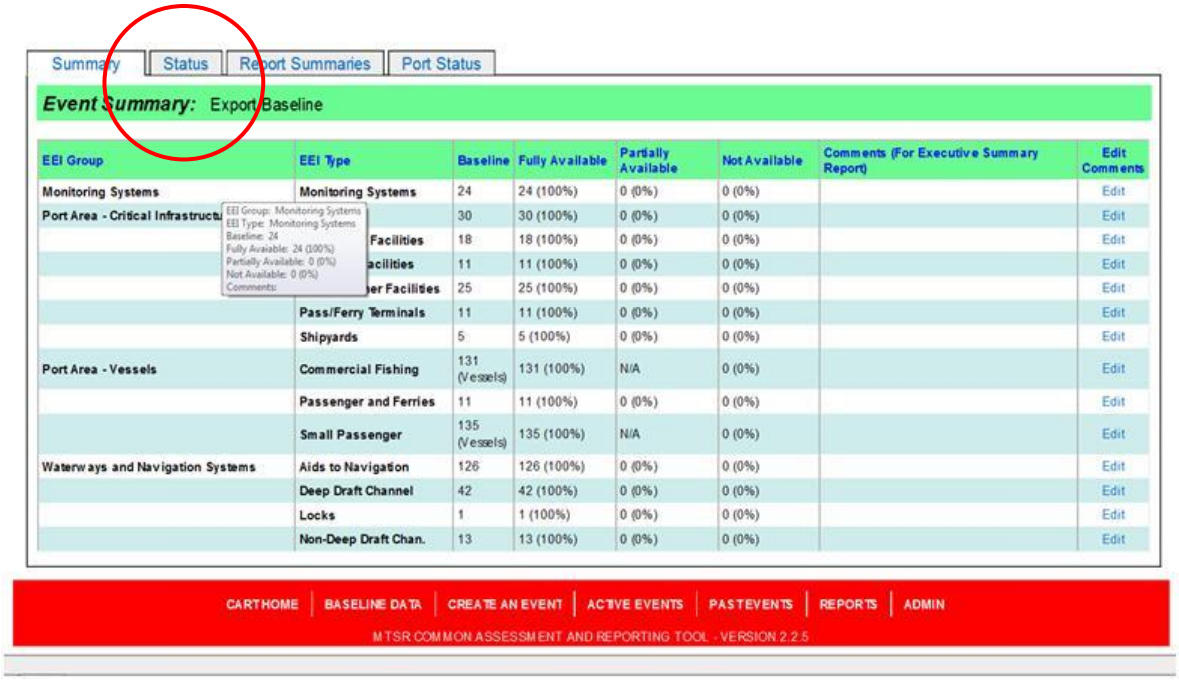
Step 3: Use the Pull Down Menu to select the appropriate Unit.



Step 4: Click the <View All> prompt at the bottom. This will ensure all EEIs are displayed. Click the <Select All> check box and all the unit's Baseline EEIs will be loaded into the Event. If only a portion will be entered, select those individually.

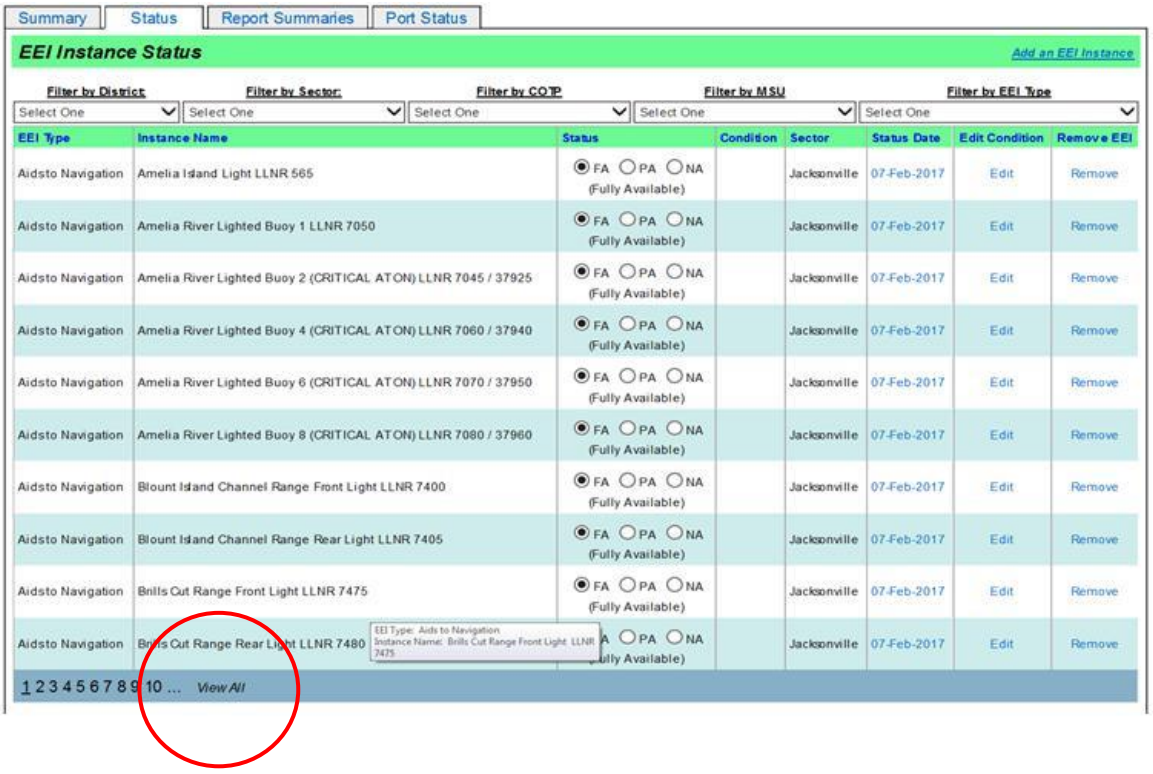


Step 5: Complete the remaining steps to review and create the Event in CART. After the event is created select the Status Tab.



EEI Group	EEI Type	Baseline	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Monitoring Systems	Monitoring Systems	24	24 (100%)	0 (0%)	0 (0%)		Edit
Port Area - Critical Infrastructu		30	30 (100%)	0 (0%)	0 (0%)		Edit
	Facilities	18	18 (100%)	0 (0%)	0 (0%)		Edit
	acilities	11	11 (100%)	0 (0%)	0 (0%)		Edit
	er Facilities	25	25 (100%)	0 (0%)	0 (0%)		Edit
	Pass/Ferry Terminals	11	11 (100%)	0 (0%)	0 (0%)		Edit
	Shipyards	5	5 (100%)	0 (0%)	0 (0%)		Edit
Port Area - Vessels	Commercial Fishing	131 (Vessels)	131 (100%)	N/A	0 (0%)		Edit
	Passenger and Ferries	11	11 (100%)	0 (0%)	0 (0%)		Edit
	Small Passenger	135 (Vessels)	135 (100%)	N/A	0 (0%)		Edit
Waterways and Navigation Systems	Aids to Navigation	126	126 (100%)	0 (0%)	0 (0%)		Edit
	Deep Draft Channel	42	42 (100%)	0 (0%)	0 (0%)		Edit
	Locks	1	1 (100%)	0 (0%)	0 (0%)		Edit
	Non-Deep Draft Chan.	13	13 (100%)	0 (0%)	0 (0%)		Edit

Step 6: Again select the <View All> option at the bottom to display all the Baseline EEIs.



EEI Type	Instance Name	Status	Condition	Sector	Status Date	Edit Condition	Remove EEI
Aidsto Navigation	Amelia Island Light LLNR 565	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 1 LLNR 7050	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 2 (CRITICAL ATON) LLNR 7045 / 37925	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 4 (CRITICAL ATON) LLNR 7060 / 37940	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 6 (CRITICAL ATON) LLNR 7070 / 37950	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Amelia River Lighted Buoy 8 (CRITICAL ATON) LLNR 7080 / 37960	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Blount Island Channel Range Front Light LLNR 7400	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Blount Island Channel Range Rear Light LLNR 7405	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Brills Cut Range Front Light LLNR 7475	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove
Aidsto Navigation	Brills Cut Range Rear Light LLNR 7480	FA PA NA (Fully Available)		Jacksonville	07-Feb-2017	Edit	Remove

Step 7: Select the <Export to Excel> option at the bottom right of the EEI List.

Step 8: When prompted Open and/or Save the Excel File to a location on your network. At this point you will be able to manage the available information in the Baseline and use to prepare and submit status reports if necessary.

APPENDIX B: MTS RECOVERY EEI FORM (CG-11410)

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No.1625-0127
Expires: 04/30/2021

MARINE TRANSPORTATION SYSTEM RECOVERY ESSENTIAL ELEMENTS OF INFORMATION

U.S. Coast Guard policy requires Sector Commanders to create, and update annually, Essential Elements of Information regarding the Marine Transportation System within their Captain of the Port Zones. This form is used to capture data and compare data gathered with information maintained by the U.S. Coast Guard.

SECTION I: FACILITY CONTACT INFORMATION

1. Facility Name		
2. Facility Point of Contact		
3. Position/Title		
4. Telephone	5. Email	6. Fax
7. Location		8. Lat-Long

SECTION II: CARGOES

9. Products or goods received *(liquid or dry bulk cargo by name(s), containers, autos etc.)*

Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐
Cargo Name	Liquid ☐	Dry ☐	Container ☐

SECTION III: SHIP - BARGE ARRIVALS

10. On a weekly basis, how many ships/barges call at this facility?

Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo

CG-11410 (01/18)

Page 1 of 2

Reset

SECTION IV: CRITICALITY OF CARGO TO RECOVERY
11. Does facility transfer cargoes critical* to port recovery? Yes ☐ No ☐ *(If yes, list critical cargoes below)*
**Criticality may reflect the need of this cargo to the port or region. Ex: The product received is needed to support port recovery or emergency response efforts; or to another process based on unique components/design/ limited supply source.*
Cargo Name Liquid ☐ Dry ☐ Container ☐
Cargo Name Liquid ☐ Dry ☐ Container ☐
Cargo Name Liquid ☐ Dry ☐ Container ☐
Cargo Name Liquid ☐ Dry ☐ Container ☐
Cargo Name Liquid ☐ Dry ☐ Container ☐
Cargo Name Liquid ☐ Dry ☐ Container ☐
Provide any additional information pertinent to the cargo criticality

Privacy Act Statement

Authority: 33 U.S.C. §1225, 46 U.S.C. §70103, and 50 U.S.C. §191 authorize the collection of this information.

Purpose: Gathering essential elements of information before a port disruption enables the U.S. Coast Guard to establish a normal port condition baseline. Then, following a port disruption, the port's condition can be measured against the normal baseline to provide critical input to those federal, state, and local response organizations that are engaging in restoring the port to its pre-disruption condition.

Routine Uses: It is used by the U.S. Coast Guard Marine Transportation System Recovery Unit to assess the condition of the port, prioritize recovery efforts, and gauge the effectiveness of the response. A complete list of the routine uses can be found in the system of records notice associated with this form, "Department of Homeland Security/U.S. Coast Guard-013 - Marine Information for Safety and Law Enforcement (MISLE)." The Department's full list of system of records notices can be found on the Department's website at http://www.dhs.gov/system-records-notices-sorns.

Disclosure: This is a voluntary solicitation for information and is not mandatory; however the U.S. Coast Guard cannot properly prioritize recovery efforts without this valuable input.

Reset

APPENDIX C: MTS RECOVERY FACILITY STATUS FORM (CG-11410A)

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No.1625-0127
Expires: 04/30/2021

MARINE TRANSPORTATION SYSTEM RECOVERY FACILITY STATUS

U.S. Coast Guard _____ is gathering critical facility status information

for the port of _____ following _____.

Information you voluntarily provide will enable the U.S. Coast Guard (USCG) to understand your facility's current status and will be is used by the USCG Marine Transportation System Recovery Unit to prioritize port-wide recovery efforts.

This is a voluntary solicitation for information and is not mandatory; however, without this information, the USCG cannot properly assess the condition of your facility and must consider it closed with no critical impact until the USCG is able to conduct an on-scene assessment.

We request you review the criteria below and provide the information to:

Name	via Fax	via Email

SECTION I: FACILITY INFORMATION

1. Facility Name

2. Facility Status (Check one)

Fully Available ☐ Partially Available ☐ Not Available ☐

3. Describe Reason the Facility is *Partially Available* or *Not Available* and at what % capacity the facility is operating and when you anticipate it being fully available. *(i.e. no utility service, channel closure, damage to pier, reduced personnel, damage to facility, cranes, pumps or cyber attack.)*.

(continue on page 2)

4. If you do not receive your next scheduled ship/barge on time what is the significant impact? *(i.e. your facility supplies the fuel for all city busses or an airport).*

(continue on page 2)

SECTION II: FACILITY CONTACT INFORMATION

5. Facility Point of Contact	6. Telephone	7. Fax	8. Email	9. Date

Reset

MARINE TRANSPORTATION SYSTEM RECOVERY - FACILITY STATUS

Name of Event: Facility Name:

SECTION 1. FACILITY INFORMATION *(Cont.)*

Privacy Act Statement

Authority: 33 U.S.C. §1225, 46 U.S.C. §70103, and 50 U.S.C. §191 authorize the collection of this information.

Purpose: Following a port disruption, the U.S. Coast Guard must quickly gather port impact information to determine what infrastructure and support services are not available or only partially available. Gathering port disruption information enables the U.S. Coast Guard to provide critical input to those federal, state, and local response organizations that are engaging in restoring the port to its pre-disruption condition.

Routine Uses: It is used by the U.S. Coast Guard Marine Transportation System Recovery Unit to assess the condition of the port, prioritize recovery efforts, and gauge the effectiveness of the response. A complete list of the routine uses can be found in the system of records notice associated with this form, "Department of Homeland Security/U.S. Coast Guard-013 - Marine Information for Safety and Law Enforcement (MISLE)." The Department's full list of system of records notices can be found on the Department's website at http://www.dhs.gov/system-records-notices-sorns.

Disclosure: This is a voluntary solicitation for information and is not mandatory; however the U.S. Coast Guard cannot properly assess the condition of the port without this valuable input.

CG-11410A (01/18)

Reset

APPENDIX D: LIST OF ESSENTIAL ELEMENTS OF INFORMATION (EEI)

See CART for a current and up to date listing of Sector Southeastern New England's EEI's

Summary | Status | Report Summaries | Port Status | Command Comments

Event Summary: SENE MTSRP Development 2019

EEI Group	EEI Type	Baseline	Requires Assessment	Fully Available	Partially Available	Not Available	Comments (For Executive Summary Report)	Edit Comments
Offshore Energy	Offshore Renewable Energy Installations	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
Port Area - Critical Infrastructure	Break-Bulk Facility	3	3 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bridges	11	10 (91%)	1 (9%)	0 (0%)	0 (0%)		Edit
	Bulk Facility	6	6 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Bulk Liquid Facilities	1	1 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Chemical Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	LNG/LPG Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Non-container Facilities	5	5 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
	Pass/Ferry Terminals	27	10 (37%)	17 (63%)	0 (0%)	0 (0%)		Edit
	Petroleum Facility	12	10 (83%)	2 (17%)	0 (0%)	0 (0%)		Edit
	Ro-Ro Facility	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit
Port Area - Vessels	Commercial Fishing	1021 (Vessels)	N/A	1021 (100%)	N/A	0 (0%)		Edit
	Passenger and Ferries	44	10 (23%)	34 (77%)	0 (0%)	0 (0%)		Edit
Waterways and Navigation Systems	Aids to Navigation	62	10 (16%)	52 (84%)	0 (0%)	0 (0%)		Edit
	Deep Draft Channel	27	10 (37%)	17 (63%)	0 (0%)	0 (0%)		Edit
	Locks	2	2 (100%)	0 (0%)	0 (0%)	0 (0%)		Edit

CARTHOME | BASELINE DATA | CREATE AN EVENT | ACTIVE EVENTS | PASTEVENTS | REPORTS | ADMIN

MTSR COMMON ASSESSMENT AND REPORTING TOOL - Release Information

ENCLOSURE (2) TO NVIC 04 -18

SECTOR SOUTHEASTERN NEW ENGLAND

MARINE TRANSPORTATION SYSTEM RECOVERY PLAN EXERCISE GUIDANCE

1. **Discussion** – Exercises will be aligned and compliant with the DHS Homeland Security Exercise and Evaluation Program (HSEEP). The MTSRP may be tested as a standalone exercise or as part of other contingency exercises disrupting the MTS. Possible examples are listed in Section 1.A of enclosure 1.

2. **MTSR Exercise Goals** – The goals are to test the effectiveness of the MTSRP, identify areas for improvement, familiarize unit personnel with the plan, train personnel on recovery activities, and otherwise support MTS Recovery through effective plan implementation. Steps to achieve these goals include:

   a. Improve capability to:

      (1) Activate the MTSRU,
      (2) Implement and conduct coordinated interagency command and control operations in accordance with National Incident Management System (NIMS),
      (3) Communicate effectively with various Federal, State, Local, Tribal and Territorial agencies, as well as industry stakeholders across all affected modes of transportation,
      (4) Facilitate sharing, correlating and disseminating MTS Recovery Information among stakeholders, and
      (5) Orderly resume port operations and movement of commerce within the MTS.

   b. Validate MTS Recovery procedures and plan elements.

   c. Ensure the protocols and procedures used in restoring maritime commerce are coordinated with other Federal, State, Local, Tribal, Territorial and Industry processes.

   d. Coordinate with other required plans and contingency exercises.

   3. **MTS Exercise Requirements** - The following program standard for MTS exercises provide a national baseline for exercise performance while ensuring flexible planning, design, and exercise execution that meet unit needs.

      a. Frequency. The MTSRP shall be exercised at least twice in a four year period with one operations based and one discussion based exercise. No more than two years may pass between exercises.

      b. Type. The MTS Recovery exercise may be either discussion-based or operations-based and may be different from the accompanying exercise. For example, a discussion-based MTS exercise can be part of an larger operational-based exercise.

      c. Design. The exercise can be developed as a standalone exercise or be part of another contingency exercise such as AMSTEP, PREP, severe weather or Mass Rescue Operations. Section 1.A of enclosure 1 identifies multiple categories of MTS disruption that can be used as the initial incident. Combining multiple contingencies within one exercise is encouraged as long as the MTS Recovery exercise objectives

are tested. For example, the MTS Recovery exercise could start several days after the initial incident occurs. The exercise can be a USCG led exercise or be part of another Federal, State, Local, Tribal, Territorial and Industry exercise.

d. Goals and Objectives. The MTS Recovery exercise shall meet all of the overarching goals and objectives in Section 1.C of Enclosure 1. Physically establishing a MTSRU is not required in a discussion-based exercise.

e. Stakeholder Involvement. The MTS Recovery exercise should involve stakeholder representatives to the full extent practical. At a minimum, the pre-designated MTSRU shall participate in the exercise. Coordination of resumption of trade activities cannot be completed without industry action and the exercises should reflect the importance of that element of recovery and foster USCG and industry partnership.

f. Documentation. MTS Recovery exercises shall be captured in the Office of Contingency Planning (CG-CPE) Contingency Planning System (CPS).

4. MTS Exercise Considerations – If the MTSRU and/or port partners personnel change significantly or if the MTSRP is substantially amended prior to an exercise event, a discussion-based exercise may be the best first step. A subsequent operations-based exercise will reinforce the training value of such exercises and progressive execution to build participant's skills, teamwork, and familiarity with the plan.

5. Exercise Credit – *[Insert COTP Zone Name]* can request exercise credit for activation of the MTSRU and use of the MTSRP during real world events such as severe weather events, security incidents, marine events of national significance or other long duration maritime events impacting commerce.

6. Procedures for Requesting Exercise Credit – Coast Guard COTPs may request equivalency credit for actual operations to be used towards fulfillment of MTS Recovery exercise requirements. Requests for exercise credit must be made in writing by the COTP and submitted through the appropriate Chain of Command to the MTSRP Approving Authority. The request must document the circumstances sufficiently to substantiate the request.

a. Discussion. This guidance applies to real world events that are not entered in the Coast Guard's CPS as an exercise.

(1) Coast Guard Area Commanders (as the MTSRP Approval Authority) are authorized to consider, and when appropriate, credit for real world events to be used towards fulfillment of MTS Recovery exercise requirements. The circumstances of real world operations that correspond with elements of the MTSRP must be at a suitable level of effort to satisfy recovery standards as listed in Section 3 of this enclosure.

b. Guidelines and Criteria. The MTSRP Approving Authority may consider authorizing exercise equivalency credit if the following minimum circumstances exist:

(1) The MTSRP was implemented in response to a real world event involving a disruption to the MTS.

(2) Appropriate members of the MTSRU and port stakeholders were involved in the response to the actual event.

(3) The event was consistent with MTS Recovery program standards for testing the MTSRP.

(4) The effectiveness of the MTSRP elements or strategies actually implemented was evaluated and was relevant to the plan.

(5) The response or recovery was adequately documented in CART.

c. Documentation. A memo requesting credit must provide the following information and data:

(1) The type of event causing the disruption (see Section 1.A of enclosure 1 for examples).

(2) Date, time, and location of the event.

(3) Description of the event.

(4) The objective met in the event.

(5) Lessons learned from the event.

(6) A statement verifying that the After Action Report and lessons learned were completed and submitted in the Coast Guard CPS.

(7) The sections of the plan that require improvement.

(8) Additional supporting data. Enclosures should include copies of all CART Executive Summaries (MTS-209s) and any other relevant documentation.

d. Timeframe. The memo should be submitted within 6 months of the end of the real world event. A sample memo is included in this enclosure.

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
U.S. Coast Guard
(Requesting Unit)

Requesting Unit Address
Staff Symbol:
Phone:
Fax:
Email:

3010
Date of Request

MEMORANDUM

From: *Requesting COTP*
Requesting Unit

Reply to *Title/Name of Contact*
Attn of: *Contact Phone*

To: CG (___)AREA (__)
Thru: CCGD__(d__)

Subj: REQUEST FOR MTS RECOVERY REAL WORLD EVENT CREDIT

Ref: (a) NVIC XX-18

1. The (*Name of COTP*) requests MTS Recovery exercise credit for the period of (*dates*). The (*Name of MTSRP*) was implemented in response to *(List **type** of actual real world event **name***).

2. This (*event*) (*Provide a description of the event*). The (*Name of COTP*) certifies that the MTSRU was established and all MTS Recovery objectives were met.

3. The following lessons learned were gathered during the evaluation of this (*event*): (*List Lessons Learned*).

4. (*Unit Name*) has entered an After Action Report and lessons learned into the Coast Guard's Contingency Preparedness System.

5. Pertinent updates to the MTSRP, including best practices, will be completed within 90 days following receipt of credit approval by Commander, (*Atlantic/Pacific*) Area. (*Title/Name of Person*) is responsible for updating the MTSRP.

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Encl: (1) CART Executive Summaries (MTS-209s)

APPENDIX E: CRITICAL DATA SHEETS FOR ISOLATED COMMUNITIES

Sector Southeast New England

Marine Transportation Recovery Unit – Critical Data Sheet – Nantucket 2019

The island of Nantucket is serviced by two Lifeline Ferry services providing critical supplies and personnel to operate essential, critical and emergency services for the island community. Both Ferry's operate year round service but are hampered during the late fall, winter and early spring months with heavy weather and occasional ice buildup in both Nantucket Harbor and Hyannis Harbor. This causes cancelation and or delays in service and delivery of critical goods and service.

Petroleum-Gas Products:

Harbor Fuel Oil Corp.
10r Airport Road
Nantucket, MA 02554
(508) 228-2411
https://www.harborfuel.com

Mr. John Stackpole	President
Mr. Todd Boling	Vice President
Mr. Robert Trebby	Service Manager

PROPANE: (Sub Companies – Yates Gas Co. / Island Gas Co.)
Current Storage Capacity – 200,000 Gal.
Winter Burn Rate = 40,000 Gal a day.
Summer Burn Rate = 10,000 Gal a day.

GASOLINE:
Current Storage Capacity – 100,000 Gal.
Winter Burn Rate = 10,000 Gal a day.
Summer Burn Rate = 25,000 Gal a day.

HHO:
Current Storage Capacity – 200,000 Gal.
Winter Burn Rate = 25,000 Gal a day.

Note 1: Summer gas consumption includes a direct pipeline from the tank farm located on the waterfront to the Boat Basin for fueling vessels.

Note 2: All fuel oil deliveries to the island are transported via barge (R.M. Packer – MV) the barge can carry 129,000 gallon of product per trip. Deliveries are received every two weeks.

Note 3: Supplies Diesel fuel for emergency generators located at the Hospital, High School (Emergency Shelter), Police Station, Fire Station.

Note 4: Supplies HHO to the Hospital, High School, Police Station and Fire Station.

Note 5: The current Tank Farm located downtown adjacent to the waterfront will close in 2019. A new facility is currently under construction by the airport outside of town. This will mean all fuel oil products will need to be trucked to the island via ferry. The new facility will provide greater capacity:

Propane – 300,000 Gal. Gasoline – 275,000 Gal. HHO – 275,000 Gal

Nantucket Energy. Mr. Philip Marks CEO
8b Amelia Drive Mr. Mark Williams Service Manager
Nantucket, MA 02554
(508) 228-6240
https://nantucketenergy.com/

PROPANE:
Current Storage Capacity – 130,000 Gal.
Winter Burn Rate = 5,400 Gal a day.
Summer Burn Rate = 2,500 Gal a day.

Note1: Receives deliveries via truck/ferry from J.P. Noonan.

Note 2: Handles all compressed gas deliveries on island including sole supplier of oxygen for the Hospital.

Sun Island Fuel. Mr. Dennis Egan President
5 Sun Island Drive
Nantucket, MA 02554
(508) 325-0776
http://www.sunislandfuelnantucket.com/

HHO:
Current Storage Capacity – 50,000 Gal.
Winter Burn Rate = 2,000 Gal a day.
Summer Burn Rate = 600 Gal a day.

Note 1: Receives deliveries via truck/ferry from J.P. Noonan.

Note 2: Company handles all truck deliveries coming off the ferry for Stop & Shop Grocery Store on Nantucket.

Nantucket Memorial Airport.
14 Airport Road

Nantucket, MA. 02554
http://ma-nantucket.civicplus.com/597/Memorial-Airport

Jet-A:
Current Storage Capacity – 100,000 Gal. Tanks 15,000 Tank Trucks
Winter Burn Rate = 300 Gal a day.
Summer Burn Rate = 8000 Gal a day.

100 Low Lead Aviation:
Current Storage Capacity – 60,000 Gal. Tanks 3000 Tanks Trucks
Winter Burn Rate = 200 Gal a day.
Summer Burn Rate = 20000 Gal a day.

Receives deliveries via tank truck/ferry from J.P. Noonan.
Winter – 2 Trucks a Month
Summer – 3 to 4 Trucks a Day

Note 1: Airport operates year round. Flight operations are shut down when the wind exceed 40 knots and for the clearing of snow.

Note 2: Due to limited critical care capabilities at Nantucket Cottage Hospital, often patients are transferred via Med-Flight to hospitals in Boston or Rhode Island. Prior to the return flight, the aircraft is refueled to ensure maximum flight time.

Food and Consumables:

1. All Food commodities are shipped via Steam Ship Authority conventional ferry service.
2. Stop and Shop receives an average of 5 tractor trailers a day in the winter months and 6 to 8 in the summer via Steam Ship Authority conventional ferry service.
3. Cumberland Farms receives an average of 1 tractor trailer each day in the summer months and one every other day in the winter.

Hospital:

1. Most medical supplies are transported via UPS/FEDEX or by general freight on SSA.

Other Products:

1. UPS/FEDEX and US Postal Service utilize SSA conventional ferry service. SSA.
2. All Food commodities are shipped via ferry service.
3. Lumber and building supplied are shipped via ferry service.

Sector Southeast New England

Marine Transportation Recovery Unit – Critical Data Sheet – Block Island 2019

Block Island is serviced by one Lifeline Ferry services providing critical supplies and personnel to operate essential, critical and emergency services for the island community. The Ferry operate year round service but is hampered during the late fall, winter and early spring months with heavy weather and occasional ice buildup in both Point Judith Harbor and Old Harbor. This causes cancelation and or delays in service and delivery of critical goods and service.

Petroleum-Gas Products:

PROPANE: Littlefield & Son's
(401) 466-2388
Current Storage Capacity –
Winter Burn Rate = 5,000 Gal a day.
Summer Burn Rate = 5,000 Gal a day. (Restaurants)

PROPANE: Hull Suburban
(401) 466-5946
Current Storage Capacity –
Winter Burn Rate = 3,500 Gal a day.
Summer Burn Rate = 3,500 Gal a day. (Restaurants)

GASOLINE: M&C Associates
(401) 466-2977
Current Storage Capacity –
Winter Burn Rate = 600 Gal a day.
Summer Burn Rate = 2,700 Gal a day.

GASOLINE: Champlin's
(401) 466-7777
Current Storage Capacity –
Winter Burn Rate = 000 Gal a day.
Summer Burn Rate = 000 Gal a day.

HHO: H&M McGinnis
Current Storage Capacity –000 Gal.
Winter Burn Rate = 000 Gal a day.

Note 1: Summer gas consumption includes a direct pipeline from the tank farm located on the waterfront to the Boat Basin in New Harbor for fueling vessels.

Note 2: All fuel oil deliveries to the island are transported via Ferry (Interstate Navigation – Dedicated Haz-Mat Run) the Ferry can carry three 18 Wheel Tank Trucks per trip. Deliveries.

Power Supply:

Block Island Power Company. Mr. Jeff Write - Manager
(401) 466-5851
100 Ocean Ave
Block Island, RI 02807

Note1: Receives direct power feed from Block Island Wind Farm (5 Turbines)

Note 2: If power is shut down from the turbines, BI Power has three diesel generators for backup power with fuel storage for 30 days of operation.

Note 3: 75% of BI power is supplied by the wind farm, the remaining 25% is supplied through a power cable that runs from Narragansett State Beach.

Airport:

Block Island State Airport.
1 Center Road
Block Island, RI 02807
http://www.blockislandairport.com/

Manager: Mark Helmbolt
Phone: 401-466-5511

Note 1. The Airport does not sell or store fuel.

Note 2: Airport operates year round. Flight operations are shut down when the wind exceed 40 knots and for the clearing of snow.

Note 3: Due to limited critical care capabilities on island, patients are transferred via Med-Flight to hospitals in Providence.

Note4: The only commercial carrier that operates to BI is New England Airlines out of Westerly
http://blockislandsairline.com/

Food and Consumables:

Medical Center:

http://bihealthservices.com/

Medical Office: (401) 466-2974
Administrator: (401) 466-2125
Fax: (401) 466-5476

6 Payne Road
PO Box 919
Block Island, Rhode Island 02807

Other Products:

4. UPS/FEDEX and US Postal Service
5. Lumber and building supplied

Sector Southeast New England
Marine Transportation Recovery Unit – Critical Data Sheet
Martha's Vineyard 2019

TO BE DEVELOPED

Sector Southeast New England
Marine Transportation Recovery Unit – Critical Data Sheet
Cuttyhunk 2019

TO BE DEVELOPED

Sector Southeast New England
Marine Transportation Recovery Unit – Critical Data Sheet
Prudence Island 2019

TO BE DEVELOPED